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EXCURSION TO MACAO:—

ON SUNDAY, THE 17th MAY, 1931

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Will depart from the Company's Wing Lok Street Wharf at 9 A.M.,
and from Macao at 4.00 P.M.

NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

To-day.

(May 16.)

China. Entertainment & Land Investment Co., Ltd., Meeting, King's Bldg., 14 a.m.

Lawn Bowls:—First Division. Kowloon B.G.C. v. Civil Service, Craigengower C.C. v. Police, Recreation, Kowloon Dock, Taikoo. Kowloon C.C. v. Second Division Civil Service v. Craigengower, H.K. Electric v. Taikoo, Yaohi Club v. Kowloon B.G.C., Kowloon C.C. v. Recreation.

Racing.—Fifth Extra Meeting (Happy Valley).

Queen's Theatre: "Hell's Angels."

World Theatre: "Enemy Beauty"

(Chinese film).

Central Theatre: "Rango."

King's Theatre: "Under Suspicion."

Dances: Tea Dances, H.K. and Peninsula Hotels; Dinner Dances, Peninsula and Repulse Bay Hotels.

Royal Corps of Signals, Open Air Dance, Whitfield Barracks, 8 p.m.

European Mail:—Outward: Europe via Siberia (Pres. Madison) 5 p.m.

Sunday.

(May 17.)

Sunday After Ascension Day.

Eastern Football Club Athletic Sports, South China ground.

Queen's Theatre: "Hell's Angels."

World Theatre: "Mei Yen Chi"

Part I. (Chinese film).

Central Theatre: "Rango."

King's Theatre: "Anybody's Woman."

Dances: Tea Dance at Repulse Bay Hotel.

Monday.

(May 18.)

Queen's Theatre: "Hell's Angels"

World Theatre: "Men Yen Chi"

Part I. (Chinese film).

King's Theatre: "Anybody's Woman."

Central Theatre: "Beau Bandit."

Dances: Tea Dance at Hong Kong Hotel; Dinner Dances, Hong Kong Hotel and Peninsula Hotel.

IN PRAISE OF THE PIPE

THE BRIAR'S RETURN TO FAVOUR.

*And I light my pipe in silence,
Save a sigh that seems to yoke
Its fate with my tobacco, and to
Vanish with the smoke.
In fact, to speak in earnest, I be-
lieve it adds a charm
To spice the good a trifle with a
Little dust of harm.*

"No pipe ever rivalled the briar in my affections, though I can recall a mad month when I fell in love with two little meerschaums, which I christened Romulus and Remus. They lay together in one case in Regent Street, and it was with difficulty that I could pass the shop without going in. Often I took side streets, to escape their glances, but at last I asked the price. It startled me, and I hurried home to the briar."

The sentiments so admirably expressed, and the act of fidelity to an old favourite belong, as might well be supposed, to Sir James Barrie, doughty champion and ardent lover, of "My Lady Nicotine," and few of the great army of pipe smokers will quarrel with them.

Since Sir Walter Raleigh first introduced the noxious weed or the divine herb (according to the views held on the habit of smoking) to this country in the later years of the sixteenth century, the cult of the pipe has increased steadily, increasing popularity. It has figured in the literature of all ages, and while many famous writers have extolled it, others, equally famous, have reviled it as "a stinking, loathsome thing." Indeed, the noise of battle can still be heard, with noisy protagonists on either side, but despite all argument "about it and about" the pipe today has established itself more firmly than ever before, and stands as a symbol of tobacco's almost universal conquest of mankind.

Only in the material of its manufacture and in the shapes and styles have pipe fashions changed. Gone are the days when hand-painted porcelain and elaborately carved, meerschauum bowls lent variety to the smokers' equipment. Seldom does one encounter nowadays the calabash, the corncob, or the long-stemmed churchwarden. Even the cherry-wood no longer enjoys its one time popularity, although still favoured above all other types by a former Prime Minister.

In an age of utilitarianism, from which not even our luxuries are exempt, simplicity and durability

are demanded above all else. Hence it comes about that old briar has displaced most of those other mediums on which the pipe carver practised his art. The interesting speculation has been made by Mr. A. E. Hamilton in his book, "This Smoking World," that Napoleon I. was indirectly responsible for the coming of the briar. According to this authority pilgrims were drawn to Napoleon's birthplace on the Island of Corsica. Among them was once a French pipe maker who, losing his meerschauum, ordered a peasant to make him another out of any material at hand. The peasant took the root of a tree heath, called bruyere, as this was hard and tough, carved out a pleasing pipe bowl, and delighted the pipe maker with the product of his skill. Taking some of the gnarly roots of the bruyere back to France, a new industry was born with the Frenchman's return.

The industry of pipe manufacturing has to-day become a veritable art, and in it British manufacturers have shown that they are not less skilled than the pipe makers of London, who ranked amongst the most successful of the old City Guilds, with a charter of incorporation dating back to 1610. Indeed, the trade description, "made in London," has come to be regarded as a hall mark of excellence, both for material and production.

It is appropriate, therefore, that the pipe of pipes, the briar, should be honoured with a "Pipe Week," during which the leading tobacconists and stores are making special displays of British products. By this means seasoned smokers and novitiates will have placed before them the very latest in briars, produced by modern methods in which the use of only naturally matured bruyere roots has eliminated the tedious business of "breaking in" a new pipe. The straight grained, most desired but seldom attained, mottled and blond "virgin" briars will all have a place in the showcases, alluring to smokers in all stations of life. For in the selection of a pipe one can be guided by the advice of Aristotle in the purchase of tobacco: "He who buys tobacco at a great price need a long purse, and he who buys it at a small price needs a strong stomach, but if he observe the mean he need have neither."

(Continued on Page 3.)

THE
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Mayonnaise { half65

Food Caviar 1.20

Lobster Salad75

Galantine Chicken ... 1.00

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Roast Turkey and Ham ... 1.45

Blanc Mange and Prunes .50

Elite Pie50

Dairy Farm Cheese50

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King's Theatre Building

Scotch Broth

Garoupe Marquetry

Forced Cucumber—White Sauce

Saute Chicken and Green Peas

Roast Leg of Veal and Ham

Cold Steak and Kidney Pie—

Potato Salad

Roast Potatoes. Boiled Potatoes

Marrow

Mixed Fruit Jelly

Fruit. Tea or Coffee

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Although sounding so simple, in reality the process is an intricate combination of mechanical, physical and chemical operations, needing great skill and care. Nothing but constant and accurate supervision will yield the results so well-known with Green Island Cement, namely, strength, uniformity and reliability.

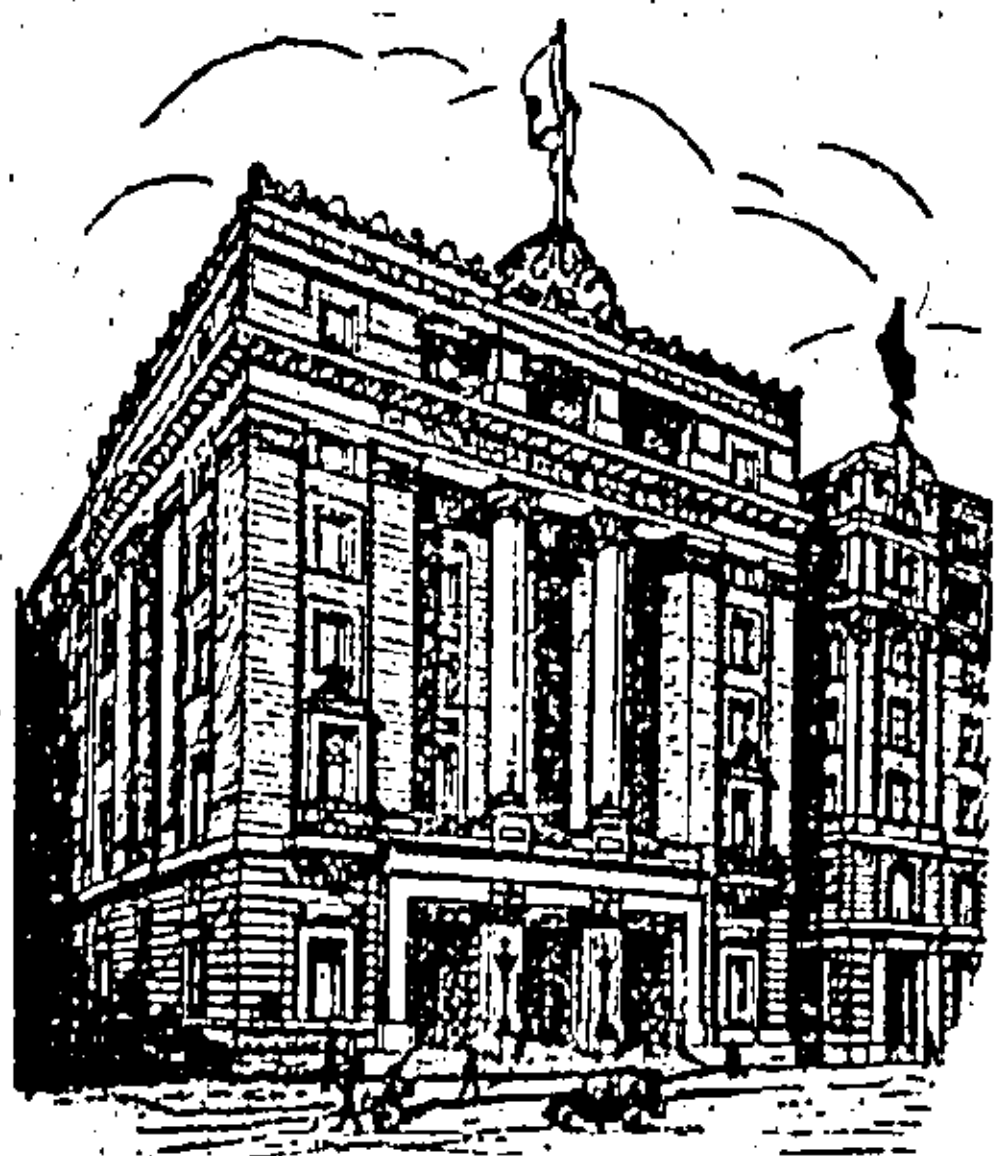
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ENGINEERING AND BUILDING

THE MODERNISING OF AMOY.

BOLD PLANS OF A CHINESE ENGINEER.

WATERWORKS, ROADS AND RECLAMATIONS.

Amoy is expanding rapidly. At its present rate of development, the port will soon be a prominent factor in the trade between Shanghai and Hong Kong. Located on the island of Amoy, 300 miles north of Hong Kong, 200 miles south of Fochow and 350 miles south of Shanghai, the port is served by three regular lines of steamers—the Java-China-Japan (Dutch), Butterfield & Swire (British), and the Douglas Line (British)—plying between Hong Kong, Amoy, Fochow and Shanghai. Amoy has lagged behind other ports in its development. In times gone by, pirates frequented the port and made it unsafe for residence or trade. The streets were narrow and crooked, with sluggish sewers flowing underneath rudimentary and uneven flagstones. The lack of water supply and sanitary safeguards converted it into a focus of infection. Epidemics of small-pox, cholera, dysentery and plague broke out with frequent recurrence. These conditions have changed in the last few years, and Amoy is rapidly being transformed into a modern city and port.

Before 1900 water for Amoy was carried over by boats from the adjacent island of Kulangsu, where it was collected into cisterns from rainfall. Later on, with the development of Kulangsu, its water supply became inadequate for the requirements of its residents, and the Municipal Council cut off the supply for Amoy. This compelled the people of Amoy to bring water from a district twenty miles away by small water boats, and on stormy days this supply was practically cut off. As a result of this lack of water, three great epidemics decimated the inhabitants of the port. Only the introduction of a modern system of water supply has saved Amoy from being deserted by the people. The movement for a modern water supply was first started in 1905. The then magistrate of the city invited Japanese engineers from Formosa to make a general survey and report on the possibility of constructing a water system on the island. These Japanese recommended drilling wells. The first well was dug close by the front gate of the Magistrate's garden, but was abandoned because of the difficulty of drilling through the rocks. Several wells were dug in other districts of the island but none were able to supply the necessary quantity of water.

Model Waterworks.

In view of the urgent need for water, another movement was started in 1910 to solve the problem by inviting a British engineering firm to make a survey of the island. Their unfavourable report brought great disappointment and it was feared that the residents would have to leave the city. At this time, a young Chinese engineer stepped in. Mr. Homer Ling, a native of Amoy, who graduated from Harvard University and the Massachusetts Institute of Technology, returned to his home in 1921, after working as an engineer on the Grand Canal Improvement Board in North China. A preliminary survey of the island, convinced him of the possibility of constructing a modern water works, taking the water from the mountains. It required more than two years to convince the local merchants of the practicability of his plan and to finance it. The success of this scheme stimulated the people of Amoy to carry on other constructive enterprises. About two years were spent in prospecting and

locating the available sources of water supply. The final plans and surveys were drawn up in 1923, and received the support of a number of prominent merchants, amongst whom, Mr. Huang Ijoo assumed the largest responsibility. Mr. Huang, born in Chuang-Chao, Fukien Province, in 1868, for the last six years has been President of the Chamber of Commerce, President of the City Improvement Board and also the first Chinese member of the Kulangsu Municipal Council. Since his return from Java, where he made his fortune as a sugar merchant, he has been very actively connected with all plans for city improvement. At present, he is the manager of the Amoy Electric Light Company and the Amoy Waterworks. Mr. Huang, furnished the first million dollars for the young Boston graduate to carry out his project, which at that time seemed almost a dream. Now, after seven and a half years of labour, Amoy boasts a model waterworks system in excellent running order. The filter beds and the ozonating plants are amongst the best in the world, next to none in the Far East. The reservoir is located in the hills far away from danger of contamination. At present, the plant supplies one million gallons of pure water every day. In addition to the local consumption, the plant is supplying water also to the steamships passing through the port. In 1920, when Hong Kong suffered from a water famine, the Amoy waterworks was called upon to relieve the distress, shipping a distance of 300 miles, a considerable amount of pure water. The people of Amoy realize that the waterworks has saved the city from cholera, dysentery, typhoid and other epidemics which formerly took a heavy annual toll of life.

Reservoirs and Plants.

The reservoirs were constructed in the hills five miles from the city, by building a dam of cyclopean concrete which holds 400,000 gallons of water, enough for one year's consumption. The water is led from the reservoir through pipes by gravity to filter plants three miles away. There are three slow filter sand beds, each with a capacity of filtering 300,000 gallons of water a day, or a total of 900,000 gallons of pure water daily. The raw water is carefully analyzed. However, a sterilization plant using ozone was built. In the extension project, an additional reservoir will be built near the site of the present one at a cost of another \$1,000,000. The company is also laying pipes on the island of Kulangsu which will cost \$400,000. Water will be carried over to the island by a water boat holding 400 tons and pumped up to a reservoir on the top of central hill for distribution to consumers.

Public Utilities.

The success of the waterworks has encouraged the carrying out of other public utilities and general construction in Amoy, such as a complete telephone system and electric lights (both financed entirely by Chinese) road building and erection of concrete buildings. The Municipal Department of Construction is now following the example of Hong Kong, planning to move the mountains and dump them into the sea in order to give space for the development of the city, and reclaim the foreshore. By this method, large areas of land have been reclaimed and sold at a price which provided tremendous sums of

money for the construction of roads, etc. Since August, 1927, to 1930, a total of 10,000,000 sq. ft. of new land has been reclaimed, and on which, high concrete buildings have been built. By the end of 1930, another 50,000,000 sq. ft. of land will be reclaimed. By the end of 1930, 148,503 feet of motor roads with an average width of 30 feet have been completed in the city. In addition, another 150,000 ft. of motor roads were built on the island connecting the villages with the city. Along these newly opened roads, settlements are being established to which the city residents are moving. It is expected that many more will take advantage of this opportunity for securing healthful living conditions and relieve the congestion in the city. It is also expected that the widened streets will bring more trade and business to the city. A modern sewer system is to be constructed within a period of five years.

Among all the construction work, the building of a new band is the most difficult. The levelling of mountains is hard enough, but the soft mud under the bottom of the sea with a depth of seventy feet on which to construct a new band with modern wharves is worse. A scheme to construct another 2,000 feet of bunding in Amoy, to cost \$2,000,000 has been approved by the city authorities, and tenders will be invited in the near future. Steel piling, twenty feet long, will be driven down to the rock, the space filled in and a concrete superstructure built. When completed, this will give the bund a width of sixty feet. In addition to the bund, the 7,000 sq. ft. of land will be reclaimed which in due time will be the most valuable district of the entire city. This project which is to be started by the end of this year is to be completed by the end of 1933. In the carrying out of its improvements, over 300,000 graves were moved, some coffins lying three layers deep. The price of removal and re-interment of in regular cemeteries in the country, cost the city \$450,000. The former grave lands, is selling at four to five thousands dollars per acre, that is, \$24,000 to \$30,000 per English acre. All property has been appreciated in value in the new city, and in view of easier communication, greater comfort and time saved, the time will soon come when foreigners as well as Chinese will build their residences in Amoy instead of Kulangsu.

Sun Yat Sen Memorial.

The Chung Shan Park, a memorial to Dr. Sun Yat Sen, was recently completed at a cost of \$800,000. This park occupies an area of 15 acres with old trees, public halls, athletic ground, gardens, and a lake. A Public Library, a memorial to Dr. Sun Yat Sen is also to be built near the park. The Chung Shan Hospital to cost \$800,000 is also to be built. Of this, \$600,000 was subscribed by the people of Amoy in one month, an evidence of the wealth and generosity of the people for the construction of something really helpful to the general public. A model prison is also projected by the Department of Construction and work is expected to start very soon. In the prison, provisions will be given for the prisoners to learn a useful trade. Seventy thousand of the one hundred thousand dollars required for its construction has been raised. It is expected that the new prison will be completed by the end of 1933.

Mr. S. N. Chow, Director of Public Works, and Mr. Homer Ling, Consulting Engineer of the Public Works Department of Amoy, signed an agreement with the Netherlands Harbour Works Company for the construction of 2,000 lineal feet of bund wall at a cost of \$2,200,000, the contract to be completed within two years.—Mr. Fan Fu An in the Far Eastern Review.

(Continued at foot of next column.)

STRUCTURAL DEFECTS IN BUILDINGS. THERMAL INSULATION REMEDY.

The Building Research Station, Watford, under the Department of Scientific and Industrial Research, has issued a report (Stationary Office, 4d.) on a systematic investigation into the problem of obstructing floor joists or ceiling laths. In many cases, the report states, it has been found that the plaster work of a building has hardly been completed and occupation begun when the structural fabric begins to show through the plaster like a phantom picture. Wooden laths appear as white lines on a dark background, while in the case of metal laths the effect is reversed. The invisible but rapidly moving molecules of the air are responsible for the trouble.

The hotter the air is the greater is its activity and the more violent the blows which it imparts to the dust particles suspended in it. Therefore, if the air on one side of a dust particle is hotter than the air on the other the blows on the hot side will be more violent and the particle will tend to move towards the colder section of the room.

The walls or ceiling of a room are always colder than the air within it, and if they contain metal laths or struts the parts of the wall immediately above them are colder still. All parts of the walls and ceilings, therefore, act as dust magnets, but the hidden metal laths are particularly effective and show up as dark lines, however well they may be covered. For a similar reason wooden laths are less effective dust magnets than ordinary plaster, and show up as white lines.

A number of methods of prevention are suggested, the most effective of which is the provision of some form of thermal insulation on the cold side of the plaster. This, it is stated, not only prevents the formation of patterns, but also decreases the amount of dirt adhering to the walls and ceiling.

CELOTEX AND THE WAR MEMORIAL NURSING HOME.

Insulation has for sometime past been exercising the minds of all connected with building. The problem of insulating the roof of the War Memorial Nursing Home has been overcome by the use of Celotex. Celotex is manufactured from sterilised sugar cane fibre technically known as bagasse, the exceptionally long fibres of which give it great tensile strength. A treatment has been evolved whereby it is rendered impervious to the attacks of white ants and fungi and it is generally considered an ideal material for use in the particularly trying climate of Hong Kong and South China.

The method employed in this particular case has been to embed a one-inch thickness of Celotex on to the concrete roof with bituminous solution and to cover the whole with Malthoid roofing, thus ensuring a thoroughly watertight roof with ample heat insulation.

An interesting point to consider is the fact that a square foot of Celotex 1 in. thick weighs only 1.2 lbs. and is equal in insulating value to 3 in. wood, 13 in. brick or 25 in. concrete. From this it will be easily seen that a considerable saving in weight can be achieved. Celotex is manufactured in many forms and can be used for lathing, ceiling and partitions and is an invaluable acoustical treatment.

Another important building which is being treated in a similar manner to the above is the new Jockey Club Stables. It is hoped by this means to minimise the risk of sickness among the ponies which has in the past been the cause of a tremendous amount of trouble and expense.

Both these buildings were designed by Messrs. Palmer & Turner.

ELECTRIFICATION OF BRITISH RAILWAYS.

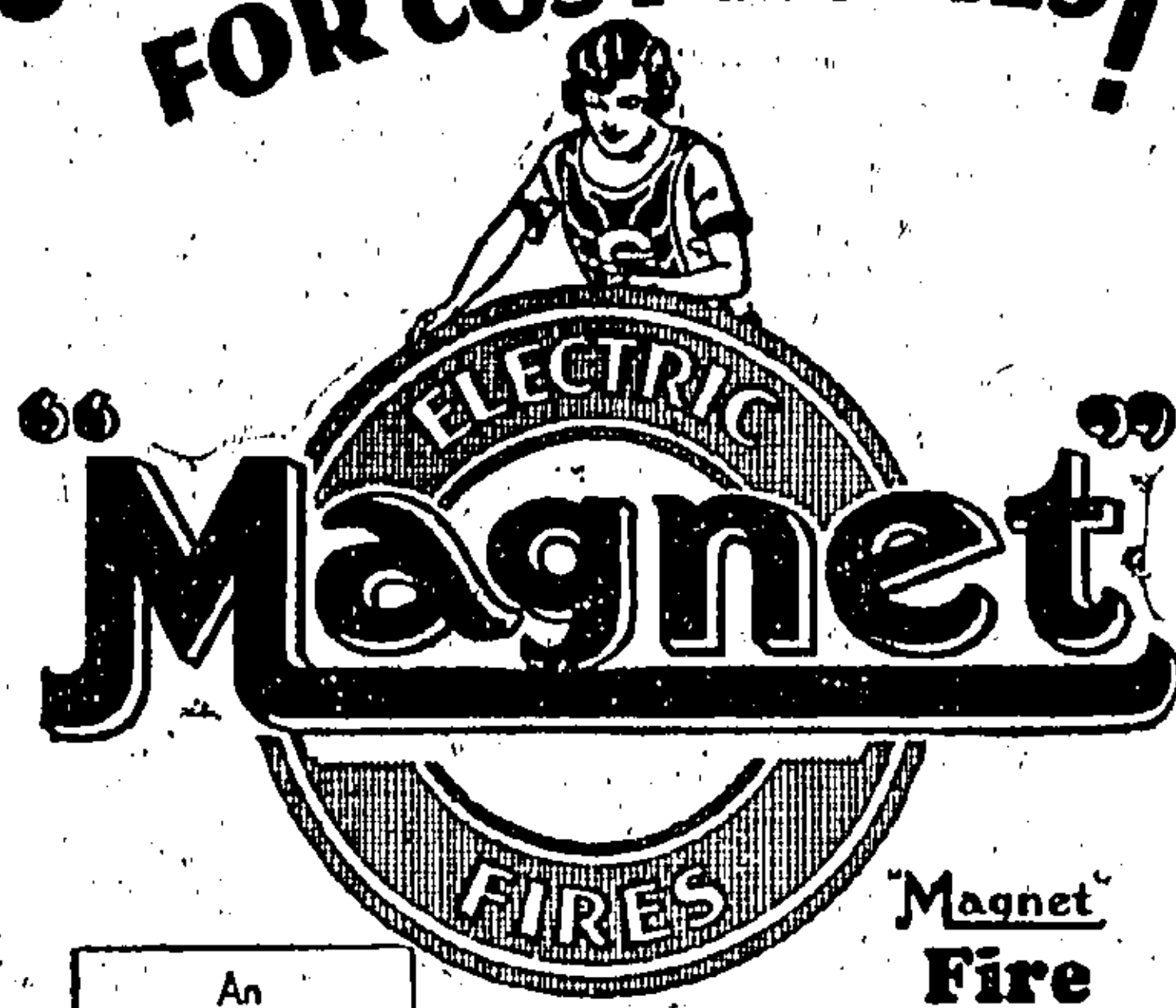
MAXIMUM SPEED 65 M.P.H.

Great Britain carries more passengers electrically than any country in Europe, and considerable progress has been made in the direction of higher speeds and in the use of unattended sub-stations and mercury arc rectifiers. In the last fifteen months new services have been confined to 50 miles of the Southern Railway—the Wimbledon-Sutton line opened in March, the Windsor and Great Ouse branches, and the Wimbledon and West Croydon section. Work is in progress on extensions to the Piccadilly tube; a new branch of the Metropolitan from Wembley Park to Stanmore; and the conversion of (a) the Southern main line to Brighton and Worthing, (b) part of the L.M.S. route to Southend allowing Metropolitan district trains to run on from Barking to Upminster, and (c) the L.M.S. and L.N.E. joint line from Manchester to Altrincham. The Piccadilly extensions from Hammersmith alongside the Metropolitan District will provide through services to Hounslow, Ealing, and Harrow, and the extension northward to Cockfosters will relieve street congestion at the Finsbury Park terminus; by carrying on the Bakerloo tube to Camberwell Green it is hoped to do the same for Elephant and Castle.

The Altrincham Line.

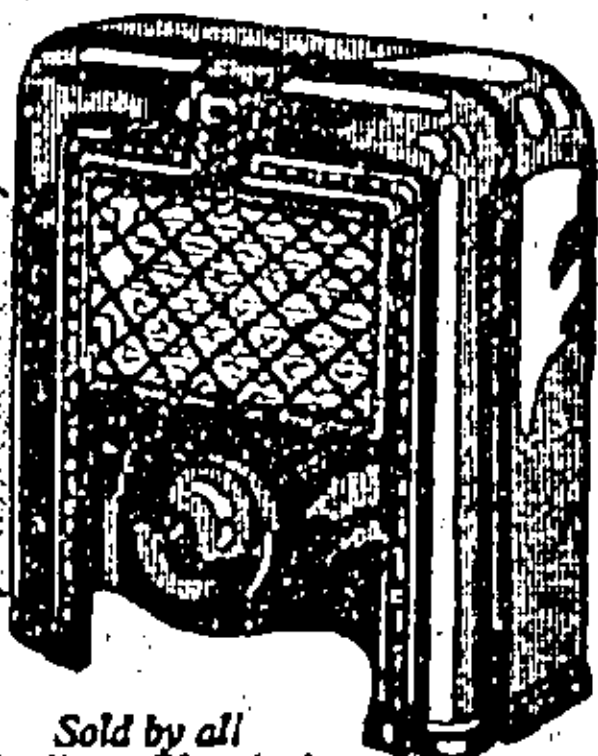
All the schemes mentioned are extensions of 600-volt d.c. systems except the Altrincham line, which will operate at 1,500 volts d.c., conforming with the recommendation of the Railway Electrification Advisory Committee in 1927—hitherto a death letter. To meet the increasing road competition between Manchester and Altrincham 28 miles of single track are being electrified and two new stations built at a total cost of £470,000. Alternating current bought at 11,000 volts will be converted to 1,500 volts d.c. at sub-stations at Old Trafford and Timperley. Multiple-unit trains of eight coaches will be used, carrying over 600 passengers and collecting current from an overhead contact wire by means of pantographs. The full service—every five minutes at rush hours—is promised in a few months.

In the case of high speed powerful motors arranged for weak field running, automatic signalling, and additional tracks are being enlisted. The trains to Altrincham will be among the fastest in Europe, a speed of nearly 60 m.p.h. having been reached on a recent trial trip. A maximum speed of 65 m.p.h. with a maximum schedule speed of 54 m.p.h. is proposed for the Southern main line. For these services and for the Metropolitan main line to Harrow fourmotor equipments are on order; on the one-hour rating the Altrincham motors will each give 328 h.p. (the biggest axle-mounted motors in Great Britain) and the Metropolitan 275 h.p. Two-motor equipments are being retained on new stock for the Southern suburban lines and the Underground, those for the latter being fitted with relays for shunting the motor fields on certain routes. The control system for the Altrincham stock will be electro-pneumatic operated by a 100-volt supply from a motor generator; lighting and heating will be at line voltage.

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ENGINEERING & BUILDING**OIL FROM COAL.****POOLING OF RESEARCH
AND RESOURCES.****NEW INTERNATIONAL
COMPANY.**

London.—The formation of an international company, to be called the International Hydrogenation Patents Company, which will hold the patents and interests (outside Germany and the United States) in the hydrogenation process for producing oil from coal of the Standard I.C. Company, the Royal Dutch Shell group and Imperial Chemical Industries, Ltd., has secured the "bears" of the last named company's shares on the Stock Exchange.

The formation of the new company, though an event of first importance, does not however mean the immediate solution of the troubles of the British coal industry or entail any immediate increase in the world's supplies of oil, which are already surplus to current requirements. The company intends the pooling of patents and research work, but no manufacturing operations, in the early future on a commercial scale.

A subsidiary company, to be called Hydrogenation Engineering and Chemical Company, is to be formed at the Hague, which will be staffed by experts of the constituent groups and will be the channel for the licensing and designing of all hydrogenation plants.

The Standard Oil's Experiment.

The formation of this company has long been foreboded. It will be recalled that the I.G. Farbenindustrie and the Standard Oil Company of New Jersey not long ago came to an agreement to develop the Bergius hydrogenation process for the liquefaction of coal and the refining of heavy oils. They formed a company, called the Standard I.C. Company, which leased to the Standard Oil Company of New Jersey the American rights of the hydrogenation process. The Standard Oil built a refinery on a commercial scale to treat 5,000 barrels of oil a day. This plant has been completely successful, having turned heavy asphaltic crude oils and heavy fuel oils into refined petrol with virtually no loss, but it cost many millions of dollars, and with the present low price of petrol, which is selling at 3½d per gallon in bulk ex Oklahoma refinery, there is no prospect of this hydrogenation process being applied to the conversion of heavy oils on a commercial scale.

The Royal Dutch Shell group had originally held an interest with the Standard Oil in the distribution of petrol derived from the hydrogenation process, and the directors of the Royal Dutch stated in their report for 1929 that their group had decided to pool interests with the Standard I.C. Company in the hydrogenation process.

British Progress.

Meanwhile the Imperial Chemical Industries, Ltd., were developing their own process for the conversion of coal into petrol and fuel oil by hydrogenation. Sir Henry McGowan, at the Imperial Chemical meeting recently stated that their research work on this process had led to striking developments, and that an experimental unit operated by the company had succeeded in producing, with no appreciable loss, petrol having "anti-knock" qualities equal to the finest grades of petrol on the market.

It is therefore of great importance that the four most powerful groups in the oil and chemical industries should have come together to pool their knowledge and resources in the development of a process which ten years hence may be of enormous commercial importance. If and when the world's supplies of crude oil begin to diminish and the price of oil to rise, the commercial application of the hydrogenation process will become an immediate possibility. The working of the process in Great Britain on a commercial scale would not only provide a new outlet for British collieries, but would make the navy independent of imported supplies of foreign oil.

MAIERFORM SHIPS.**BETTER PROPULSIVE
"EFFICIENCY."**

A paper by Mr. Marley F. Hay on the Maier form of hull construction was read at the Spring meeting of the Institution of Naval Architects.

Maier's experiments led him to the belief that in a vessel of normal form particles of water encountered the bow passed over the surface in a path which if projected on the body plan produced a sort of serpentine curve, and he concluded that if the body plan could be so altered as to produce a path that would appear on the body plan as a more or less straight diagonal the path would be shorter and the resistance less. Carrying out experiments in the Vienna tank with models constructed on these lines he obtained a reduction of resistance of about 10 per cent. The wetted surface of a Maierform vessel being about 2 per cent. less than that of a corresponding normal form, it was evident that the reduction in resistance could not be explained by a reduction in frictional resistance alone, and that the difference must be sought in a decrease in wave-making resistance or in eddy resistance or in both. Subsequently an extensive series of comparative model trials for a large variety of different types of vessel was undertaken in half a dozen experimental tanks in different parts of the world, and the results confirmed Maier's original experiments, the reduction in resistance reaching 12 per cent., or even 15 per cent. in some exceptional cases. Model propeller trials also indicated that the Maierform lines exercised no adverse effect on propeller efficiency.

Early Experiments.

The first Maierform vessels built were three trawlers. Observations made for a period of eight months in comparison with a normal-form trawler identical in dimensions and power installation showed that, while the average mean speed of the latter was 10.3 knots with a consumption of 6.16 tons of coal a day, the average mean speed of the Maierform trawler was 10.8 knots and the coal consumption 5.78 tons. The economy obtained in service exceeded the predictions of the model testing tank. Twenty-five vessels of the Maierform type had already been built, comprising a large variety of types and sizes, from 700 tons to 20,000 tons displacement, and 21 of them were in service. One of the latest was the Le de Reaute, a high-speed passenger vessel for the Nico-Corsica service, which had a displacement of 3,100 tons and a contract speed of 18.75 knots, to be obtained with 5,400 i.h.p. Model trials made before the construction of the vessel was begun indicated that with Maierform lines 0.8 knot more speed could be obtained with the designed horse power, and the forecast of the testing tank was confirmed on the measured mile, as a speed of 19.55 knots was obtained with 5,400 i.h.p. and 20.3 knots with a maximum power of 6,200 i.h.p.

Steadiness in Seaway.

So far as stability, steadiness, responsiveness to helm, and rolling and pitching movements were concerned, reports were unanimous in confirmation of the exceptional seaworthiness of the Maierform vessels. Under similar weather conditions the pitching of a Maierform vessel was much less violent than in the case of a normal ship, and the immersion of the propeller, and consequently the thrust, was more uniform. The steering and manoeuvring also required less helm in heavy weather than with a normal ship. These facts sufficed to explain the discrepancy in favour of the Maierform between results obtained in smooth water and in a heavy sea.

The advantages of the Maierform were not purchased at the expense of a loss in capacity or in metacentric height. In fact, there was a gain of 2 or 3 per cent. in capacity for identical ships, without taking into consideration the possibility of a reduction in bunker capacity for the same steaming radius, while a metacentric height somewhat

**IN PRAISE OF THE
PIPE.**

(Continued from Page 1.)

Among the London pipe manufacturers whose products have stood the test of time one of the best known is Adolph Frankau and Co., Ltd., makers of the popular B.B.B. briar. It is their boast that only wood unsurpassed for quality and grain is used in the production of pipes which it is the pride of the connoisseur to possess.

At the recent British Industries Fair Frankau's had two attractive exhibits. One was an illuminated picture of a house on fire. In the flames was suspended a B.B.B. pipe. There was no description, but the motto was obvious—the pipe that does not burn. Another feature was a workman busy with lathe, fitting stems into bowls and carrying out other work at a bench.

As a special feature for Pipe Week the makers of the well-known GBD and "City de Luxe" models are marketing the new "Tween," a size between feather-weight and ordinary. It weighs only three-quarters of an ounce and has the additional advantage of being fitted with super lips for dentures.

Another pipe being featured is the "Maurice," in which is incorporated a patent moisture trap and a safety glove with an ebonite bowl cover, enabling the pipe to be put in the pocket half smoked and saving heavy tobacco waste, while at the same time keeping the pocket clean.

greater than for a corresponding normal ship was inherent in Maierform lines.

Of all the devices and appurtenances contrived to increase the propulsive efficiency of ships, the Maierform was one of the few which brought substantial economies in fuel into sight without adding a penny to the first cost of the ship. To secure 7½ per cent., or even 5 per cent., steam saving shipowners would spend considerable sums of money, but the Maierform introduced no complexities and added nothing to the first cost.

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OLD SCOTCH
WHISKY

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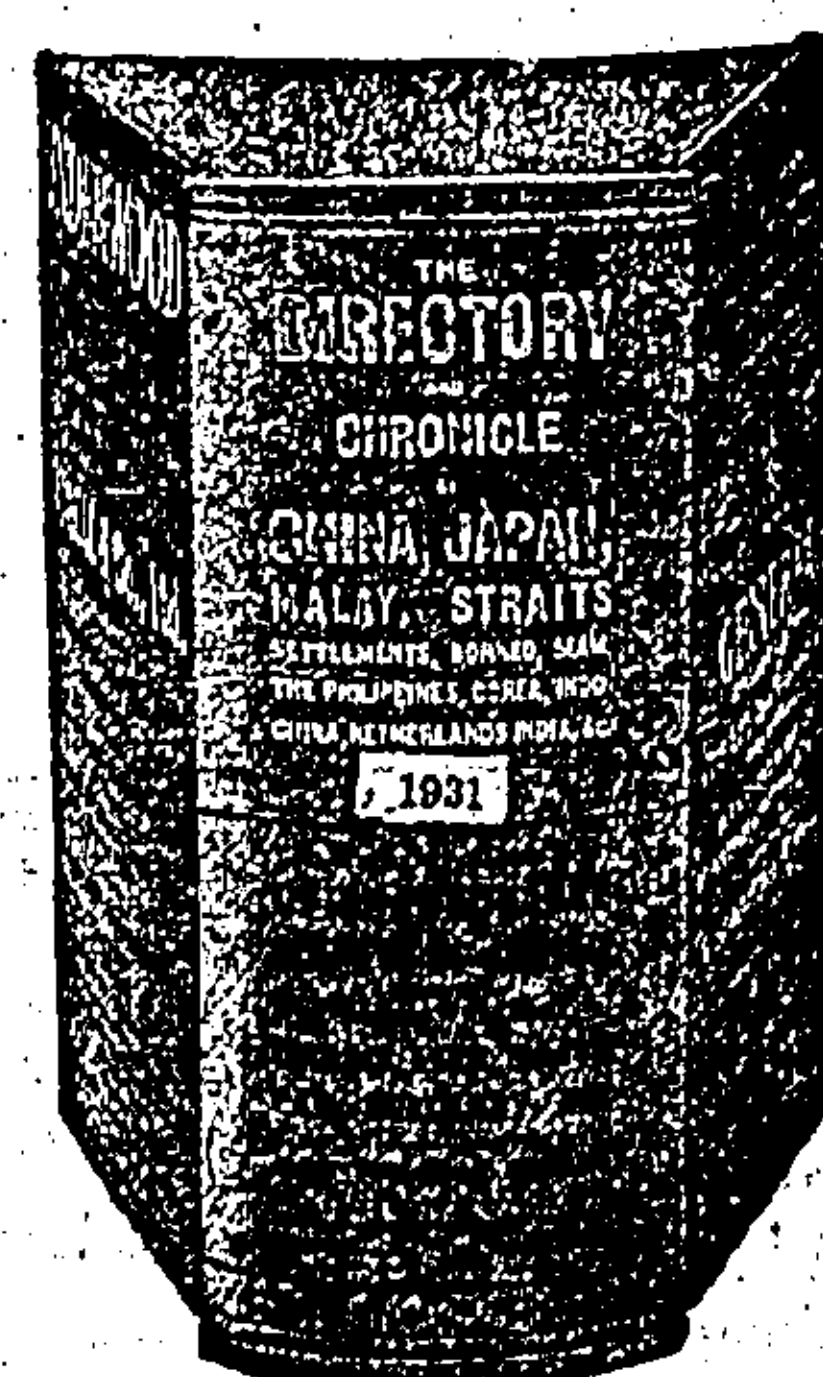
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We want to make THE DIRECTORY AND CHRONICLE OF THE FAR EAST an even more useful encyclopedia of information than it is at present, and any suggestions that you may have to offer will be most welcome.



1931

DIRECTORY & CHRONICLE

OF

CHINA, JAPAN, MALAY STATES, STRAITS SETTLEMENTS,
BORNEO, SIAM, THE PHILIPPINES, COREA,
INDO-CHINA, NETHERLANDS INDIA, &c.

Published Annually since 1862.

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(Continued at foot of next column.)

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TO LET—PRINCE EDWARD ROAD, Kowloon. 4 Roomed FLAT with All Modern Conveniences and Garage. Apply to: CREDIT FONCIER D'EXTREME-ORIENT, 4th floor, French Bank Building. [246]

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TO LET—In Kowloon, immediate possession. Near Star Ferry in Cool and Quiet Locality. Furnished and Unfurnished European FLATS with all Modern Accommodation and Flush. Thoroughly renovated. Rent very Moderate. Also for immediate possession, a Flat of Two Rooms, Furnished or Unfurnished, in Palace Hotel Building, with Two Bathrooms Kitchen, etc. Apply to H. RUTONJEE, 39, Hatfield Road, Kowloon. Tel. 67239.

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Any Day between 2.30 and 4.30 or by
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IN the DOG'S HOME, Kowloon,
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JUST IMAGINE

PASSENGERS

Arrivals.

The following passengers arrived
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Empress of Japan from Vancouver
and Shanghai:—Baron Roenne, Mr.
and Mrs. E. R. Sandstrom, Mr.
Takamashi, Miss L. Bushell, Miss
M. McCulloch, Mr. A. E.
Phillips, Mrs. G. Appleby, Mr.
and Mrs. H. Begazzi, Mr. M. G.
Brash, Mr. C. T. A. Carter, Mr.
C. C. Chen, Mr. and Mrs. Chan
Man Kane, Mr. Chan, Pui Ting,
Miss L. K. Chow, Mr. and Mrs. W.
Choy, Mrs. S. F. Churchill, Mr.
and Mrs. K. F. Chung, Mrs. J. B.
Danby, Mr. T. Y. Dene, Mr. J.
M. Dyer, Mr. L. Everett, Mr. N.
A. Gorman, Mr. and Mrs. H. M.
Gregory, Mr. O. R. Hegness, Mr.
W. P. Hunt, Mrs. D. E. James,
Mr. and Mrs. K. S. Kan, Mr. A.
O. King, Sub-Lieut. P. J. Knowling,
Mr. K. Kuan, Mr. and Mrs. F.
Lau, Mr. E. Leong, Mrs. K. V.
Leung, Mr. Li Chung Yu, Miss S.
Liang, Mr. and Mrs. P. Linyap,
Miss E. Linyap, Mr. Lo Kan, Mr.
P. S. Lo, Mr. W. K. Loo, Mr. W.
Mauelshagen, Mr. G. J. McCarthy,
Mr. C. B. Morrison, Mr. Nip Kan
Ting, Mr. and Mrs. Y. C. Pan, Mr.
E. D. Rainald, Mr. G. Rodajz, Mr.
R. R. Roxburgh, Mr. C. Y. Tan,
Mr. and Mrs. W. H. Taylor, Mr.
T. A. Tani, Mr. K. Wong, Miss P.
C. Wong, Mr. C. Yang, Mr. R. N.
Yarrow, Mr. Y. K. Yeung, Mr. K.
Yue. Among passengers passing
through on their way to Manila
were:—Mr. L. G. Howlett, Mr. and
Mrs. A. B. Murphy, Mr. and Mrs.
T. Abbott, Miss I. A. Dobroschky,
Mrs. B. Ochs, Mr. and Mrs. F. G.
Pearson, Mr. and Mrs. H. B.
Smith, Mrs. L. G. Stevens, Mr. and
Mrs. P. J. Elenzar, Miss P. Tesl-
sona, Mr. C. E. Anthony, Mrs. L. P.
Clark, Master W. Clark, Mr. and
Mrs. E. H. Collegashaw, Mr. W. H.
Daub, Mr. G. Davidson, Mrs. B.
Hamilton, Mr. A. R. Harris, Mrs.
W. A. Herbert, Mr. R. Friml, Mr.
G. J. Munt, Mr. F. G. Miner, Mrs.
C. C. Miner, Mr. and Mrs. L. B.
Monzen, Mrs. L. Nicholson, Miss
E. Y. Nicholson, Mr. P. E. Pres-
brey, Miss R. C. Presbrey, Mr.
and Mrs. Watkinson, Mrs. B. Whit,
Mr. P. Wolfe, Mr. D. R. Robertson,
Mr. R. Cohenet.

Departures.

The following passengers left
for Manila yesterday by the R.M.S.
Empress of Japan:—Mr. Jorge
Teodora, Mr. and Mrs. L. Pas-
icolan, Mr. and Mrs. A. Cameron,
Mr. van der Sande, Mr. and Mrs.
C. A. Fossum, Mrs. E. Strauss,
Mr. A. P. Park, Mr. Chan Chio,
Mr. W. H. Feter, Mr. O. H.
Ochs, Misses J. and S. Dent, Mr.
de Jesus, Mr. A. E. Symons,
Mrs. A. de Trillo, Mrs. A. de Neito,
Mr. Kwong Ting Shong, Mr. Chau
Chuck, Mrs. C. G. Sabater, Miss
C. Sabater, Miss A. Sabater, Miss
J. Sabater, Mr. and Mrs. F. Bayot,
Master F. Bayot, Miss J. Albao,
Mr. J. B. Mantong, Mrs. M. Bor-
romeo, Misses A. and F. Borromeo,
Miss C. Lejane, Miss L. Marfori,
Mrs. T. O. Brodt, Mr. A. O. P.
De Cui, Mr. and Mrs. E. Pango
and infant, Mr. J. Garry, Mr. P.
M. Gutierrez, Mr. E. Chay Kuo,
Mr. C. Briones, Mr. Lao Ah Wun,
Mr. Yan Nam, Mr. Tong Ma Cho,
Mr. F. Caspio, Mr. Leo Foo, Mr.
Wong San, Mr. Ah Yun, Mr. Chiu
Gao, Mr. Wong Chin, Miss K.
Hyndman, Rev. Bro. Hilary, Mr.
V. de K. Montisro, Mr. Leong
Hiong, Mr. Fong Hiong, Mr. Fung
Lung, Mr. Wong Tong, Mr. L.
Egnor, Mr. L. Goddard, Mr. M.
Siu Fook, Mr. Ng-Sun-Yong, Mr.
Wong Hon, Mr. Tam To, Mr. Ham
Sau, Mr. Li Chiong, Mr. M. Tonka,
Mr. A. Garner.

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PICTURE THRILL OF 1931.PLENTY OF TIGERS AND
LEOPARDS AND ORANG-
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...you'll fight
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...with
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A Paramount PictureSTRANGER THAN FICTION
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PICTURE FOR BOTH
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for their Pupils to see
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355 METRES.

DANCE PROGRAMME.

11.16 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time, weather report,
etc.1.30 p.m.—Rugby Press news, etc.
2 p.m.—Close down.1.15 to 7 p.m.—Chinese programme.
7 to 11.30 p.m.—European pro-
gramme of Columbia records
supplied by Messrs. Anderson
Music Co.7.40 to 7.57 p.m.—
Selections from Musical Comedy.
"This Year of Grace"—The Lon-
don Pavilion Orchestra.—9467.
Show Boat.—Drury Lane The-
atre Orch.—9410.Princess "Harming"—Palace
Theatre Orch.—9162.

7.27 to 8.25 p.m.

A Concert.

8 p.m.—Local time and weather
report.Song—"Contra Thro' the Rye."
—Doris Vane (Soprano).—9176.Song—"Columbine's Garden"
(Dowson and Besly).—Hubert
Eisdell (Tenor).—9212.Song—"Little Lady of the
Moon" (Weatherly and Coates).
—Hubert Eisdell (Tenor).—9212.Pianoforte Solo—"Old Vienna"
(Schubert and Friedman).—
Ignaz Friedman.—9207.Choral—"The Impresario Con-
sults" (Nitschensky).—The
Don Cossacks Choir.—9164.Choral—"Signal March of the
Cavalry" (Kolotilin).—The Don
Cossacks Choir.—9164.Celeste Odet—"Valse Caprice"
(Rubinstein, arr. Crooks).—J.
H. Squire Celeste Odet.—9257.Celeste Odet—"Perpetuum Mo-
bile" (Weber, arr. Crooks).—
J. H. Squire Celeste Odet.—
9257.Vocal Duet—"In Springtime"
(Shakespeare and Newton).—
Dora Labbette and Norman
Allin.—9739.Vocal Duet—"At Love's Begin-
ning" (Campbell and Lehmann).
—Dora Labbette and Norman
Allin.—9739.Organ Solo—"Finlandia"—Tone
Poem (Jean Sibelius).—G. T.
Pattman.—9163.Organ Solo—"Valse Triste"
(Jean Sibelius).—G. T. Pat-
tman.—9163.

8.25 to 8.43 p.m.—

Operatic.

"The Prophet"—Coronation March
(Meyerbeer).—Royal Guards
Bands.—9464."Tannhauser"—Grand March
(Wagner).—Royal Guards Band.
—9464."The Meistersingers"—Selection
(Wagner).—The Regimental
Band of the H.M. Grenadier
Guards.—9424.8.43 to 9.30 p.m.—"Schubert's Quint-
et in C Major" played by the
London String Quartet and
Horace Britt (Cellist) Nos.
9495/9496.9.30 p.m.—Rugby mid-day Press
news.

9.35 to 11.30 p.m.—

Dance Programme.

Fox Trot—"Little Joe."

Fox Trot—"Everything But
Love."—2396-D.Fox Trot—"We Can Live on
Love."Fox Trot—"I Hate Myself."—
2406-D.

Waltz—"Just a Little While."

Fox Trot—"Loving You."—
2412-D.

Fox Trot—"I Surrender, Dear."

Fox Trot—"Sing Song Girl."—
2403-D.Fox Trot—"By the River Sainte
Marie."Fox Trot—"Running Between the
Rain-Drops."—2401-D.Waltz—"Dreamy Rocky Mountain
Moon."Waltz—"The Waltz You Saved
for Me."—2391-D.

Fox Trot—"Were You Sincere."

Fox Trot—"I'm Happy When
You're Happy."—2405-D.Fox Trot—"It's a Lonesome Old
Town."Fox Trot—"I Want You for My-
self."—2402-D.Waltz—"Let Me Call You Sweet-
heart."—2399-D.

Fox Trot—"Still I Love Her."

Fox Trot—"My Man from Caro-
line."—2393-D.

Fox Trot—"Three Little Words"

Fox Trot—"Can This be Love?"
—2317-D.KING'S THEATRE
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Waltz—"When Your Hair Has
Turned to Silver."
Waltz—"Walsh Moon."—2390-D.
Fox Trot—"Personally, I Love
You."
Fox Trot—"Under the Spell of
Your Kiss."—2390-D.
Fox Trot—"He's Not Worth
Your Tears."
Fox Trot—"Would You Like to
Take a Walk."—2381-D.
Fox Trot—"Twilight Dreams."
Fox Trot—"Will You Wait a
Year or Two?"—2375-D.
Waltz—"Little Sweetheart of the
Prairie."
Waltz—"Don't Forget me in
Your Dreams."—2382-D.

11.30 p.m.—Close down

SUNDAY.

11 a.m. to 12.16 p.m.—Union Church
Service relay. Preacher: The
Rev. E. G. Powell.

Order of Service.

Voluntary. "Ye Servants of God,
your Master proclaim."

Invocation and Lord's Prayer.

Hymn. "O Lord, Thou art My
God and King."Scripture Reading—St. Mark
Chap. 15. Verses 19-20.

Hymn. "God is Love."

Prayer.

Anthem. "Incline Thine Ear to
Me."

Offertory.

Prayer.

Hymn. "The Head that Once
was Crowned with Thorns."Sermon—"The Man who couldn't
Forget the Cross."
Hymn. "Crown Him with Many
Crowns."
National Anthem.
Benediction.
Voluntary.

12.15 to 2 p.m.—Chinese programme

1 p.m.—Weather report, local time,
etc.

2 p.m.—Close down.

8 p.m.—Local time and weather
report.8.03 to 9 p.m.—Union Church Social
relay.

Organist—Mr. G. E. Longyear.

Soloist—Mr. W. H. Bailey.

Community Singing—Conductor—
Dr. L. T. Ride.

Programme.

Organ—"Gloria" (12th Mass)

(Mozart).

Community Singing—"We love
the Place, O God, wherein
Thine honour dwells."

Organ—Benedictus (12th Mass)

(Mozart).

Solo—"Honour and Arms"
(Samson, Handel).Community Singing—"Lord of
All Being, Throned afar."Organ—Chorus—"Never how
Down" (Handel).Community Singing—"How
sweet the Name of Jesus
sounds."Solo—"When I survey the Won-
drous Cross" (Lawrence Hope).Community Singing—"Abide with
Me."

Organ—Selected (Mozart).

Doxology.
Benediction.9 to 9.45 p.m.—A collection of
H.M.V. records selected and
loaned by a listener.Choral—"I Waited for the Lord"
(Mendelssohn).—Choir of the
Temple Church.—C1395.Choral—"O Come, Everyone
That Thirsteth" (Mendel-
sohn).—Choir of the Temple
Church.—C1393.Violin Solo—"Love's Joy—Lie-
besfreud" (Kreisler).—Fritz
Kreisler.—DB985.Violin Solo—"Love's Sorrow-
brought" (Kreisler).—Fritz
Kreisler.—DB985."A Summer Night Idyll"—Night-
ingales and Church Bells.—
B2833.Choral—"Lead Us, Heavenly
Father" (Fitz) Sevenfold
Amen (Stainer).—Choir of St.
Margaret's.—B2331.Choral—"Nearer, My God, to
Thee" (Dykes).—Westminster
Central Hall Choir.—B2950.Song—"Who is Sylvia?" (Schu-
bert).—Master E. Lough (Boy
Soprano).—B2081.Vocal Trio—"Come Away Death"
(Brahms).—Masters Lough,
Horton and Mallett.—B2836.Organ Solo—"Old Irish Air."—
Archer Gibson.—35090.Organ Solo—"The Bells of St.
Mary's."—Archer Gibson.—
35090.

9.45 to 10 p.m.—"Gregorian Chant"

Plus X Choir, College of the
Sacred Heart.—M-60.This suite was supplied by
Messrs. Teang Fook Piano Co.

10 p.m.—Close down.

THE SILVER SCREEN.

KING'S THEATRE.

"ANYBODY'S WOMAN."

When photoplay fans of the great-
er new show-world of eye and ear
diversion think of sophistication
with dignity, delineation of delicate
emotion without smirk, and
fineness in characterization ranging
from gutter to ball-room; there is
one combination which comes to
mind.That is the famous pair "Charm-
ing Sinners," and "The Laughing
Lady," Ruth Chatterton and Clive
Brook, newly and brilliantly ap-
pointed by Paramount for "Any-
body's Woman," in its premier
engagement as a dialogue picture,
showing from to-morrow at the
King's Theatre.Of course you have heard of the
author, Gouverneur Morris; likely
you recall the story as "The Better
Wife." The plot is a highly polished
treatment of situations and
manners. Brook, suavely eloquent
to the flick of a cigarette ash, is
a man of standing deserted by his
wife. Slightly inebriated and on
the loose, he meets Ruth Chatter-
ton, show-girl at liberty following
the close of production in a de-
cency crusade. Several hours later
Brook finds himself married to her,
and in true sportmanship
lives up to the contract. He is
ostracised by his friends, only a
wealthy client continuing cordial
relations; this, for a purpose dis-
closed later at a party in which
Chatterton is the only woman
guest.Certain advances made at the
gathering, Brook's attitude at the
conclusion of his wife and benef-
actor, the reappearance of his first
mistress and the adjustment in-
dicating happiness under approved
relations, constitute a climax that
gives everybody's woman, and
everybody's man, food for thought.
A supporting cast embraces Paul
Lukas, Huntly Gordon, Virginia
Hammond, Tom Petricola, Juliette
Compton, and Cecil Cunningham.

QUEEN'S THEATRE.

AIR CRASH IN "HELL'S
ANGELS."One of the most thrilling crashes
seen in "Hell's Angels," Howard
Hughes' \$4,000,000 film now at the
Queen's Theatre, was by no means
"fake."The company was at Oakland air-
port, and fifty planes were "dog
fighting," staging the air-battle
which is a climax of the picture.
Suddenly two of the planes colli-
ded, 6,000 feet in mid-air.One plane, flown by Stewart
Murphy, lost a wing and Murphy
was forced to resort to his para-
chute. He made a safe landing,
but the wrecked plane hurtled to
the ground a mass of splinters.The other pilot, Ira Reed, elect-
ed to "ride plane," and by skilled
manoeuvring, landed it safely with
but slight damage.Fortunately the entire accident
was recorded by the "Hell's
Angels" cameras, so that a real
smash-up will be seen among those
so carefully planned and executed.

"WHOOPEE"

From Broadway, Hollywood, the
beauty contests of two continents
and the West End of London,
Samuel Goldwyn and Florenz Zieg-
feld assembled 105 of the world's
most beautiful women for "Whoop-
pee," the new Eddie Cantor screen
musical comedy, due for presenta-
tion again at the Queen's Theatre
next Wednesday.

CENTRAL THEATRE.

"BEAU BANDIT"

Radio Pictures' Beau Bandit,
the thrilling outdoor adventure-
romance which features Rod La
Roque and Doris Kenyon will open
its local showing at the Central
Theatre to-morrow.Few all-talking "westerns" have
as many elements of entertainment
as the Wallace Smith film of Mon-
tero, the Killer, and his colorful
operations on the deserts of the
southwest.Hitchcock Lewis, Walter Long,
George Duryea, Charles E. Middleton
and Jim Donlon are seen and
heard in rugged supporting roles.Twelve world-champion cowboys,
trick ropers, bulldoggers and
bronco riders comprise the person-
nel of the "sheriff's posse," a group
that furnishes much of the color
and humor of the photoplay.Rod La Roque again demon-
strates his Latin-American dialectic
ability, while Doris Kenyon rides,
and sings and plays "Just a Little
King" written especially for her
by Harry Tierney, RKO composer.Exterior scenes were photograph-
ed and recorded in the story's na-
tural locale—the Mojave desert.
Lambert Hillyer, the director, with
a troupe of 100, spent several
weeks in desert encampment dur-
ing production.MOVIE
FEATURE
FOR
THE WEEK

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MR. PEPYS IN HONG KONG.

8th.—Still cool for this season of the year and notably so upon the Peak, where my wife and I do proceed to view a play which the Amateur Dramatic Club do produce at the Peak Club. But Lord, what a journey it do be from Kowloon, so that we must dine at seven of the clock, and so by rickshaw, ferry boat, chair, Peak tram and again by chair so that we do spend nigh an hour in transit. And, what is more, do have the recollection that it will be so long to journey back home. But at the Club all this do be forgot so excellently do the Actors do their parts in a play called Caroline. Yet it is a poor play in some ways, and not so realistic as some the Author do write; and notably one upon a real happening which in verity took place in parts not far distant. From which I do perceive that he do exceed in skill and words rather than in the invention of situations which do be apt for a play. But Mistress Thorp do play the heroine to a marvel, and all the other parts mighty well done, especially Mistress Pryor. And so home very late, but a long and weary journey.

9th.—This day also cool. And in the afternoon to the Peak, where, thanks be to God, we do lie the night at Mr. Creed's house. And again to the play. But first I go to see the stage which I find mighty small and leaves but little room for action thereon. And much I marvel that the players do their parts so well, whereby much credit to Mr. Brooks, who do begin the production, and to Mr. Barton who do finish it. This night all parts done even better, and Mr. Barton do play the youth Rex to the life. Albeit at times he do remind me in his attitudes of a Chinese servant I see played long ago in The Middle Watch. Dancin' thereafter and so merrily to bed at Mr. Creed's.

10th, Lord's Day.—Home betimes to Kowloon but a dull and unpleasant day. But I read long in Norton Kyshe's History of the Courts of Law in this Colony. A most marvellous book which do intrigue me mightily. But Lord, what quarrels in the old days, and I reflect that now we be far snavier. Yet the old time men were strong and of their type was our Empire built.

11th.—This day news do come that in a fog a mighty ship do touch upon the rocks at Waglan. I do read in a news-sheet that the vessel may have been slightly off her regular course, when she do strike. Which do be a most penetrating observation and I verily believe it to be the truth. But Lord, with these many currents and a fog who shall be certain of his course! But in this case, thanks be to God, she come off and no damage done, she touching but lightly. And so her voyage shall not be delayed.

12th.—Last night to Musick to celebrate the one hundred and seventy-fifth Mozart anniversary. And very pleasing it be, save that, in these times, I know not if it be wise to confess a love of his musick, or yet of that of Mendelssohn either. For now it do seem that melody be the hall-mark of bad musick, or so the moderns do tell us, even as in poetry rhyme and good sense do now offend mightily. And thereby I do wonder how it come about that all the great men of the past be wrong: or whether it be that the new men do find a standard to which they cannot attain. And so they do cry out upon the old, being (as I remember Saint Paul do say of the Athenians in their decadence) set always to hear or to speak some new thing. But this concert mighty fine and I remember not when I have been so well pleased. Before, Mr. Bowes-Smith do speak to us of Mozart, and it comes into my mind that they in the Colony, who love Musick, do owe him and his Lady, a great debt of gratitude. To-day comes news that the great ship, that do touch upon a rock, do not sail but to the Docks that they may make examination. But how this may be in truth I am not well assured. This afternoon to Reptise Day, but Lord, so cold it is it might well be February, and might be bathed. A most fowle day, but soon will come the time when we cannot perceive the bench from those who do throng thereon. And much I marvel at the madsheds, increased out of all knowledge since my former sojourn here, yet all mighty well ordered.

13th.—This day news do come that Sir John Simon do speak mightily hot against the Colony as regards the *mui tan*. Of which I have no dear idea, and do not Mr. Creed how long the noble Knight do reside here: be it ten years or more. Mr. Creed do say that he never yet come to these parts. Which, if it be true, be mighty strange. But I cannot believe it. By the mail also comes news of sad trouble in Spain where lately they do put away their King. But Lord, how strange it be to see that away when such happenings do chance, there doth ensue much strife. And so I do pray heartily for our King his health, and the sanity of our people. In which indeed I have sure confidence.

14th.—More news from Spain where they do say that the King shall be set upon his trial. But first they must catch their hare. Much rioting against the religious houses and God knows how it shall end. This morning I do read in the news-sheet that it is proposed to start gliding in the Flying Club. And mighty enterprising too, but in my judgment it were better counsel to learn how to fly an aircraft first. Of which the public do have no great assurance yet. This evening to a strange game they do call *Woo Golf*, which be the strangest I ever do see. And Lord! What a fool I do prove at it. Yet, might be pleasant, and the ground do be close beside our fire. So my wife do defeat me soundly, which, though I laugh at it, do irke me sore. Back then to dinner and so to bed.

(Continued on next Column.)

HONG KONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O., C.B.E.]

1.—Parades.

(a.)—Corps Band:—

The Band will parade at Headquarters on Friday, May 22 at 6.30 p.m. for Band Practice.

(b.)—Corps Signals:—

There will be a parade at Corps Headquarters at 3.30 p.m. on Friday, 22nd instant.

(c.)—Armoured Car Company:—

1. Car Section.—There will be a parade at Headquarters at 3.30 p.m. on Monday, 18th instant for the whole section.

2. Motor Cycle Section.—Monday, May 18. Parade at Headquarters at 3.15 p.m. in multi with belts for Revolver instruction under C.S.M. Rogers.

(d.)—Machine Gun Company:—

Parade on Tuesday, May 19 at 3.30 p.m. in multi: N.C.O.'s under C.S.M. Slattery; Recruits under Sergt. Terry.

(e.)—Portuguese Company:—

1. The Company will fire Part II. Musketry at Stonecutters on Sunday, May 17, 24, and 31.

The launches will leave Queen's Pier on each of the Sundays at 9 a.m. calling at Kowloon Police Pier at 8.15 a.m.

Dress:—Optional (all multi or all uniform), but Rifles, Bayonets, Belts and Pouches must be taken.

Rifles and Bayonets will be drawn from Corps Stores on or before 12 noon on Saturdays.

May 17, 2/Lieut. J. H. Lawrence.

May 24, 2/Lieut. J. V. dos Remedios.

May 31, Lieut. J. S. Rodrigues.

2. All ranks are reminded that the Lusitano Cup & Musketry Competition will be competed for in conjunction with Part II. Musketry.

3. Hong Kong & Shanghai Inter-Port Company Shoot.—The Inter-Port Company Shoot will take place on Sunday, May 31 in conjunction with Part II.

4. N.C.O.'s Classes will commence on Friday, May 29 at 5.30 p.m., when all N.C.O.'s are requested to make every effort to attend.

(f.)—The Officers Commanding the undermentioned Units will issue their orders separately to their commands:—

- i. The Battery.
- ii. Engineer Company.
- iii. Machine Gun Troop.
- iv. Scottish Company.
- 2.—Kirkpatrick Cup

(Continued on next Column.)

Any Officers and N.C.O.'s of the Machine Gun Company, Armoured Car Company and Machine Gun Troop, who wish to take part in the Kirkpatrick Cup Competition, to be held during June and July, 1931, will please forward their names as soon as possible to The Adjutant.

3.—Publication of Orders.

With effect from May 20, 1931 and until further notice, Corps Orders will appear in the Press on Friday evenings and Saturday mornings of each week.

Orders for the following week will be submitted by O.S.C. Units to the Adjutant by 12 noon on Wednesday.

This Order must be strictly adhered to.

4.—Allotment of Miniature Range.

The Miniature Range will be allotted to the Armoured Car Co., Motor Cycle Section and Corps Signals on alternate Thursdays. Mutual arrangements will be made between Units.

5.—Appointments and Promotions.

His Excellency the Governor has been pleased to appoint Mr. Victor Cecil Branson, M.C., to be Second Lieutenant in the Hong Kong Volunteer Defence Corps with effect from May 3, 1931.

Authority.—C.S.O. 2 in 198/1931. No. 1675 Pte. V. C. M. Grenham, No. 4 Platoon, is promoted to Lance Sergeant and acting C.Q.M.S. with effect from May 13, 1931.

6.—Transfer.

No. 1342 Pte. R. D. Beaumont, No. 1 Platoon, is transferred to Machine Gun Troop, as from May 15, 1931.

7.—Struck Off the Strength. Permitted to resign.

No. 519 Pte. D. W. Munton, Reserve Company, as from May 15, 1931.

No. 1945 Pte. H. T. G. Pearce, Reserve Company, (Scottish Section) as from May 15, 1931.

No. 1517 Pte. L. A. Jeeves, Armoured Car Company, Motor Cycle Section as from May 15, 1931.

No. 1312 L/Cpl. D. A. Rushton, No. 1 Platoon, as from May 15, 31.

No. 1092 Pte. H. Bickett, Reserve Company, as from May 15, 1931.

No. 1099 Pte. C. H. Eldridge, Reserve Company, as from May 15, 1931.

No. 1659 Pte. M. M. Maher, No. 12A Platoon, as from May 15, 1931.

No. 896 Pte. F. E. Shuster, A. Car Co., M.C. Sec., as from May 15, 1931.

8.—Strength.

The following have been taken on Corps Strength:—

No. 1035 Pte. A. McG. Mitchell, The American Express Co., Tel. 2280, Armoured Car Co., M. Cycle Section, as from May 11, 1931.

No. 1696 Pte. F. J. T. Locke, Water Works, P.W.D., Tel. 39/103, No. 1 Platoon, as from May 12, 1931.

9.—Leave.

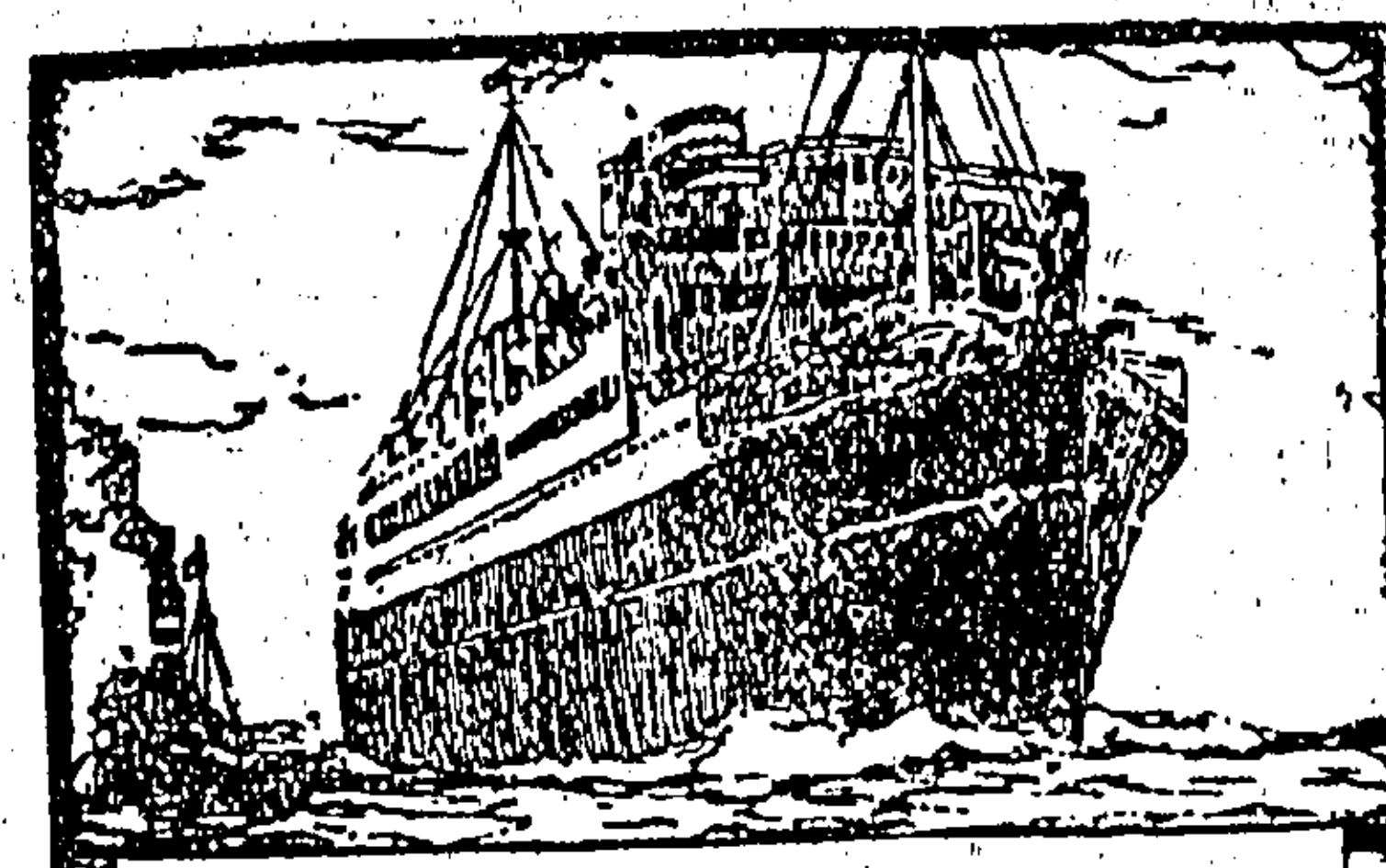
No. 1447 Cpl. L. W. Walkinshaw, Armoured Car Co., Motor Cycle Section, granted extension of leave to December 31, 1931.

No. 1405 Pte. M. P. Olsen, Armoured Car Company, Motor Cycle Section, granted extension of leave to December 31, 1931.

No. 1647 Pte. A. W. Gough, Armoured Car Co., Motor Cycle Section, granted an extension of leave to December 31, 1931.

No. 421 Drm. W. R. Forsyth, No. 7 Platoon, granted 9 months' leave from April 1, 1931 to December 31, 1931.

W. H. G. GOATER (Capt.), Adjutant, H.K.V.D. Corps.



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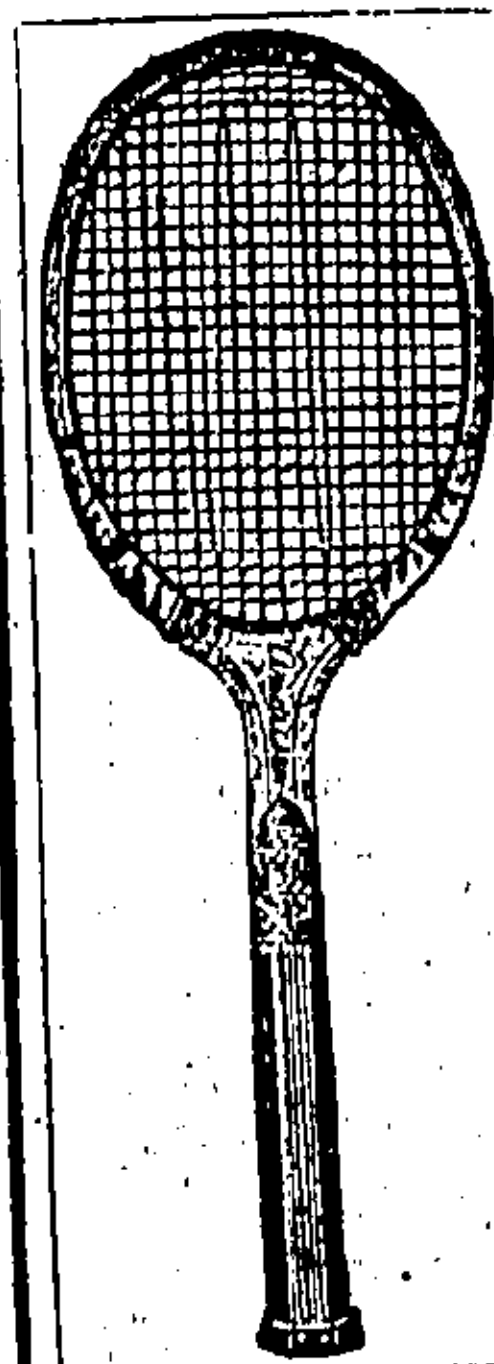
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Balance Sheet as of December 31, 1930

Assets	Reichsmark	Share capital	Reichsmark
Cash in hand, foreign currency, and interest or dividend coupons due for payment	27 825 137 65	Reserves	60 000 000
Credit balances with banks of issue and clearing institutions	14 919 712 67	Creditors	2 200 632 487 58
Cheques, Bills and Treasury Bills	352 308 322 46	Acceptances	125 823 231 28
Credit balances of the Bank ("Notgeld" balances) with banks and banking firms payable within three months	169 005 505 45	Pension Fund for Employees	6 000 000
Advances on goods consigned or warehoused	78 885 735 49	Other liabilities	4 435 315 50
Advances on goods consigned or warehoused	453 628 705 08	Net Profit	8 104 022 77
Securities owned by the Bank	36 008 000		
Holdings in syndicates and joint operations	38 000 000		
Permanent holdings in other banks and banking firms	21 000 000		
Loans and advances on current account ("Debitors")	1 608 825 410 19		
Bank Profits	25 000 000		
	2 553 071 956 75		

CAN FORTUNE BAY STAND THE WEIGHT?

SMUGGLERS HANDICAP MAIN RACE IN PROGRAMME FOR FIFTH EXTRA MEETING.

SOME SELECTIONS FOR THE PUNTER.

(By "MORNING DEW.")

The principal attraction in today's race card is the fourth race, Smugglers Handicap, over a mile, for geldings of this season. Fortune Bay carries top weight here with 161 pounds and is looked upon as a very likely winner. Chief opposition will come from Wonderful Stag (152 pounds) and there should be a lot of public support for this candidate, as he will be ridden by Mr. Frost, whose phenomenal success during the "extra" season this year is one of the features of local racing. Fortune Bay will be equally well served in the jockey's department, Mr. Heard getting the mount.

Another attractive race is a handicap for Australian ponies. Woodland Stag, hitherto undefeated, has been allotted 150 pounds by the handicapper and no doubt quite a number of people will be willing to take a chance on some of the more lightly penalised ponies. Woodland Stag will be put to a real test this afternoon, and I have a feeling that he will come through with flying colours notwithstanding the big concession he is asked to make.

Jill Favoured for Novice Race.

Jill, belonging to Mr. A. W. de Roza, will probably start as favourite for the Novice Race. His chances are extremely good. Other starters are likely to be Royal Flush, King's Counsel, Piccolilli, Marquis Hall and Sanction.

Customs Handicap "A" Class.

The opening race will provide both Boxing Eve and Vasylock with a third opportunity to settle the question of which is the better pony over the mile. Boxing Eve looks a picture of fitness at the moment and wet or fine, the pony will be worth following. If Boxing Eve is not saddled for this event then I should not neglect him when he starts later in the day, as his condition gives him a very strong claim in any race up to a mile. Vasylock is a thoroughly dependable candidate, but does not look as if he will upset the favourite.

Customs Handicap "B" Class.

Mike and Valorous should make a good race of it here and although the field may be a pretty big, I think either Mike or Valorous should win. The former is conceding eighteen pounds and this might be the deciding factor in the race, as Valorous runs well under weight for inches. He should just about account for Mike. Roosan is now in the "B" class, and one might do worse than keep an eye on this game pony, especially if the going is hard.

Customs Handicap "C" Class.

Leveret, which ran so well at the last meeting is in at a comfortable weight in this event. This pony and Fritillery ought to make a good race of it and on the whole I favour Leveret's chances, as Fritillery has so often failed in the straight. One Third will have 14 pounds more to carry this time and it may only be depended upon to get to a place.

Smugglers Handicap.

This race over the mile, whatever the condition of the course, is going to be a very fast race, as Little Beaver is sure to go all out to win, and the pony can speed. I don't think for a moment that he can win but he is certainly going to be responsible for making a fast pace, and, on the whole, would not be an unsound proposition for a place. Fortune Bay in spite of the fact that he is carrying top weight, is my choice. Wonderful Stag is a good thing to follow on any day as the pony is coming up nicely and might spring a surprise to-day. If Valorous is kept for this race, I prefer his chances to Little Beaver's for a place.

Head Mine Handicap "D" Class.

City Hall, after his comfortable win over the mile and a quarter at the last meeting is sure to command a good bit of support in this race and quite rightly, I think, however, an extra 10 pounds is not going to improve his chances. The Phœnix looks a good thing for a place, but he did not finish convincingly enough at the last meeting. Still if anything is going to upset City Hall it will be Mr. Frost's mount.

Morning Star, Misamis, and Britannio Hall are some of the others worth remembering if you are looking for fairly long odds.

Head Mine Handicap "D" Class.

One win, two seconds and two thirds in five appearances since March is Nookhill's record this season and with this behind him, he should not have much difficulty in accounting for the 14 mile race to-day for "D" Class ponies. The chief opposition will come from Redskins, Twilight, Happy Choice and Redskins. It is difficult to say how these ponies will fare over the mile and a quarter, but I rather fancy Twilight and Happy Choice will find the extra quarter in their favour.

Warlock Farm Handicap.

Woodland Stag should win this event in spite of his 150 pounds. He is making a very big concession to such well tried ponies as the Raindrop, Kiren, Wattle and Evening Star, but he is an outstanding pony and should win to-day. Kiren at 152 pounds is a sound bet for a place as is The Raindrop. The last named will not have the services of Mr. Pau on the saddle and that might reduce his chances. Evening Star and Pegasus are good outside shots for a place money.

Pineapple Plate.

If Jill is to win his new owner a race this afternoon, he has a very good chance of doing so in the Pineapple Plate, six furlongs, for novices. Piccolilli is a dangerous customer over six furlongs and King's Counsel is also worth remembering. If there are no stragglers when the gate goes up I expect the finishing order to be Jill, King's Counsel, and Piccolilli.

Potaunum Plate "A" Class.

Zorhan appears to have little or no opposition here unless Boxing Eve is kept back for this event. Gay Crusader is carrying 107 pounds and I don't think he is a danger to Zorhan at this weight. It is about time Royal Flush asserted himself and if Mr. Heard will take him out this afternoon, he has a sporting chance of getting a place.

Potaunum Plate "B" Class.

Daylight Eve will probably saddle for this race and although the distance appears a bit too short for him, he should just about do it. Winsome Stage has been in conspicuous of late but the pony is as good as ever and can give a good run over seven furlongs, I am sure. San Francisco, too, is quite capable of upsetting things in this race and one can do worse than take an outside ticket on this horse.

THE SELECTIONS.

My selections for to-day are as follows:

Race 1.

Boxing Eve.
Vasylock.
Pride of Tsingtao.

Race 2.

Valorous.
Mike.
Roosan.

Race 3.

Leveret.
One Third.
Fritillery.

Race 4.

Fortune Bay.
Wonderful Stag.
Little Beaver.

Race 5.

City Hall.
The Phœnix.
Morning Star.

Race 6.

Nookhill.
Twilight.
Happy Choice.

Race 7.

Woodland Stag.
Kiren.
The Raindrop.

Race 8.

Jill.
King's Counsel.
Piccolilli.

Race 9.

Zorhan.
Gay Crusader.
Royal Flush.

Race 10.

Daylight Eve.
Winsome Stag.
San Francisco.

HONG KONG STOCK MARKET.

CROUCHER & CO.'S DAILY REPORT.

The market was relatively quiet during the day with a firm undertone.

Investment shares were in better demand.

Lands changed hands at \$80.50 and \$91.00 cash and are wanted at \$93.50 August.

Wharfs were better at \$105.00 and Providents at \$5.85.

Unions continue in demand at \$640.00 and Cantons at \$1,435.00.

Shanghai Lands are inquired for from the North at \$1.40.

Realty have sellers at \$13.80 with buyers slightly under.

Trams were higher at \$10.25 and Lights are wanted at \$20.75 June.

With no cash shares offering.

Telephones are neglected. Ropes were an irregular market at \$22.50 and \$23.25.

Cements continue in request at \$10.50 cash \$20.00 July.

Watsons were distinctly better at \$14.65 and Dairy Farms at \$27.00.

China Underwriters changed hands at \$5.90 and \$5.85.

The statement of accounts just out is of pleasant reading; marking the steady progress of this company since its inception.

May 15, 5 p.m.

CRIMINAL SESSIONS.

MURDER CASE INCLUDED IN CALENDAR.

There are two cases for trial at the May Criminal Sessions which will open next Monday at 10 a.m. Lam Shing and Lam Yuk will take their trial before the Puisne Judge (Mr. Justice Lindell) on a charge of robbery by two or more. It is alleged that they robbed Chan Chuen, a contractor, of an automatic pistol, ten rounds of ammunition, a purse and \$810 in money at Lady Clementi's Ride on March 3. At the time of the alleged highway robbery, the contractor was on his way to pay his workmen employed at the reservoir in Aberdeen.

The other trial, which is on a murder charge, has been adjourned until Tuesday, May 26. The accused is Wong Cheung, alias Wong Sik Cheung, who is charged with the murder of Kau Shuk at an unnumbered house in Reclamation Street, Yau-mat, on April 1. Mr. F. C. Jenkin has been assigned by the Crown to defend the prisoner, and he will be instructed by Mr. H. C. Macnamara, of Messrs. Deacons.

DEATH OF LT.-COL. CHAPMAN.

FORMER C.O. OF THE VOLUNTEERS.

Many of the senior members of the Civil Service and of the Hong Kong Volunteers will learn with regret that Lieut.-Colonel Arthur Chapman, V.D., died on April 10 last at Hampstead Hospital at the age of 69. It was as long ago as November, 1889, that Arthur Chapman arrived in the Colony to join the staff of the P.W.D., and was appointed acting Assistant Superintendent of the Fire Brigade. Later he became Assessor of Rates, a position which he held to the time of his retirement in 1920.

Colonel Chapman's association with the Volunteers goes back to the early days of that Corps and of the beginning of his own career in the Colony. Joining as a private he worked his way up until he became the commanding officer, a position which he held from 1907 till 1917, when he resigned, owing to indifferent health. It was largely due to Colonel Chapman that the Volunteers were raised to a state of high efficiency, and the foundations were laid of the traditions that are so admirably maintained. A man of great personal charm, he did much to make volunteering popular among the young men of the Colony.

A letter from Mr. A. E. Wright, Colonel Chapman's son-in-law, tells us that the Colonel enjoyed good health until the last few months, and the end came somewhat suddenly from peritonitis. He leaves a daughter (Mrs. Wright) and two sons, all of whom are in England. It may be recalled that the eldest son lost his life in the War and Mrs. Chapman was killed in a motor accident in 1922.

A GUNNER'S LAPSE.

TAKES WATCH FROM BOATWOMAN.

A charge of attempted theft of a silver watch and key from the mistress of a sampan in Victoria Harbour on Thursday was preferred against Gunner Gardner, aged 20, of the 20th Heavy Battery, R.A., at Kowloon Magistracy.

It was stated that the defendant with six other men were rowing a boat in the Central Fairway and when they passed the complainant's boat, defendant stretched his hand out and took a cigarette tin. They then went alongside a German boat, but in the meantime the boatwoman made a report to Sergt. Cameron who was in a police launch. The defendant, when pointed out to the police-officer, produced the watch from his pocket. It was suggested that when Gardner took the tin he had no idea it contained a watch.

"Sudden Temptation."

His Worship: That's all very well. In the first, he had no right to take the cigarette, and, in the second place, having done it, he had no right to put the watch in his pocket.

In reply to the Magistrate, Insp. Elston said the woman had suffered no loss, as the articles had been recovered.

His Worship: Why did you do it, Gardner?

Gardner: Sudden temptation.

His Worship: I am told by your officer (present in Court) that you have a very fair record out here in this Colony and I am inclined to think it was not premeditated. I think I will give you the option of a fine of \$25. If you can't pay it by 11 o'clock to-morrow, you will have to give yourself up. Please remember you have been dealt with very leniently, and I hope you will not make a fool of yourself again.

A BLOOD STAINED CHOPPER.

WEAPON USED IN THE CHEUNG CHAU MURDER.

As yet there is no clue as to the commission of the murder of the aged boatman who was found at Cheung Chau Island.

The son of the victim states that he last saw his father on the evening before the murder at about six p.m. This is the last time the victim was seen alive.

The boat was missed from the harbour and the searchers found it at 8 o'clock the next morning and a further search revealed the body of the man on the beach at Suwan. In the boat was found a blood stained chopper, with which the murder was probably perpetrated.

The boat contained no valuables and this eliminates the motives of robbery. The affair is as much a mystery as ever.

CHINA EXHIBITION.

PLANS FOR NOVEMBER.

We understand that the Victoria Diocesan and Missionary Association are arranging to hold a Chinese exhibition in Hong Kong early in November of this year.

Those who remember a similar exhibition held at St. Andrews Hall, Kowloon, some two or three years ago, will look forward to this new event with much interest. At the moment it is hardly possible to give a full account of the different attractions to be offered, but these will include displays of Chinese Art, Painting, etc., stalls where Chinese workman may be seen working at their various trades, for example Ivory and Jade carving, and also short plays and tableaux illustrating Chinese customs will be given. A committee, of which Mrs. E. D. C. Wolfe has been elected chairman, has been formed, and is to proceed with the organising of the exhibition immediately. The aims of the Diocesan and Missionary Association in promoting this exhibition is first and foremost to help foster friendship with the Chinese people; to arouse interest in the art and crafts of China; to acquaint people generally with various aspects of Christian work in the missionary in South China; and to raise money to further the good work at present being done in the diocese.

H.K.V.D.C. PRIZE PRESENTATION.

ENJOYABLE SMOKING CONCERT.

The Hong Kong Volunteer Defence Corps gave their annual smoking concert and presentation of prizes last evening in the Armory Hall.

Stenck and Kidney supper was served and was followed by the presentation of the various prizes which were awarded by Colonel C. R. U. Savile, D.S.O., O.B.E.

Before he presented the prizes the Colonel said a few words to the officers and men. He remarked that the Musketry scores for individuals were not as high as they were last year but that the average scores were much higher. He considered this very satisfying. He went on to state that the winners of the Machine Gun practice and the losers were separated by a very small margin. Application was expressed for the hard work that was done by both the officers and the men. The Colonel closed by stating the cause of the Volunteers and that he believed that the efforts of the Volunteers were appreciated by the residents of the Colony.

THE AWARDS.

The following prizes were distributed:—

Nathan Cup for Efficiency.—Won by The Battery.

Commandant's Cup for Musketry.—Won by Engineer Company.

Lugard Cup for Machine Gun Firing.—Won by Motor Cyclists Section.

1.—Blake Shield.—Won by No. 4 Platoon.—L/Cpl. E. B. Holmes, Pte. R. M. Wood, Pte. J. C. M. Grenham, Pte. R. H. Woodman.

2.—Francis Cup.—Won by No. 9 Platoon.—Capt. E. J. R. Mitchell, C.S.M. R. E. Slattery, C.Q.M.S. V. C. Branson, M.C., Sergt. C. E. Terry.

3.—Jar Competition.—Won by Engineer Company.—Corpl. A. W. Salter, L/Cpl. H. L. Lockhart, Spr. F. S. Smith, Spr. F. W. Ross.

4.—Attack Competition.—Won by Engineer Company.—C.S.M. R. J. Everett, L/Cpl. H. L. Lockhart, Spr. C. E. Stephens, Cpl. A. W. Salter, Spr. F. S. Smith, Spr. J. W. Beattie, Spr. F. W. Ross.

5.—Musketry Competition.—1st, Piper J. A. Watson (No. 7 Platoon); 2nd, Drm. H. Major (No. 6 Platoon); 3rd, C.S.M. R. E. Slattery (M.G. Company).

6.—Corps Championship.—1st, Sgt. F. P. Sequeira (No. 10 Platoon); 2nd, Sign. R. E. Stott (Corps Signals); 3rd, Cpl. A. W. Salter (Engineer Company).

7.—Officers Cup.—Won by Lieut. H. Westlake, D.C.M.

8.—Tyro Competition.—Won by Pte. L. Soares (No. 10 Platoon).

9.—Revolver Competition (Open).—1st, Sgt. Chan Lal Singh (H.K. Police); 2nd, Mr. J. Fletcher (Police Reserve).

10.—Revolver Competition (Corps).—1st, L/Sgt. F. C. Goodman (No. 6 Platoon); 2nd, L/Cpl. H. L. Lockhart (Engineer Company).

Lusitane Cup.—Won by L/Cpl. A. A. Xavier.

MUSICAL ITEMS.

An excellent musical programme was given as follows:—

1.—G. W. E. True.—Will tune in.

2.—Versatile Barty.—Knows a "new one".

3.—Sonarok and Roza.—Will do some light exercises.

4.—Winram and True.—Will damage the Pianos.

5.—The Boholies.—Have a Grouse.

6.—Barty.—May know another.

7.—B. L. Stock.—Can still shake a leg.

8.—Winram and True.—Will now ruin the Pianos.

'VARSITY ARTS ASSN.

LAUNCH PICNIC TO CHEUNG CHAU.

The Hong Kong University Arts Association held its annual launch picnic on Thursday afternoon, when about 70 students, friends and members of the staff took part. Among those present were noticed Prof. and Mrs. Faid, Prof. R. K. M. Simpson, Prof. Roffey, Messrs. Cooper, P. F. Fung, Leo Yin, K. P. Gan, S. C. Ho, and Cheong King Pak, Misses P. C. Kwok, C. Wong, R. Perry, Langley, A. Leong, O. C. Choi, C. Yuen, A. Wood, K. Lai and Gerald.

The original destination was Clear Water Bay, but as the weather was not good, it was changed to Cheung Chau.

A number of students who did not swim, went to the small town in the island and spent about two hours there, while the others had a very fine time in the sea and on the beach. After bathing, refreshments were lavishly served. Everyone had a hearty "chou" and enjoyed the outing thoroughly. Games were played on board.

COTTON AND VIYELLA GOLF HOSE for SUMMER WEAR.

Made in White and Khaki Mercerised Cotton—that looks like Silk, without the disadvantage of fraying or laddering like the latter fabric, will give every satisfaction in wear.

They are also stocked in Fawn, Grey, Drab and Natural Shades with or without a fancy top. All sizes from 9½" to 12".

Price: \$2.75 per pair.

Less 10% Discount for Cash.

FOR COOLNESS AND COMFORT

during the hot months; there is nothing gives that free and easy feeling like a pair of

STOCKINGS AND SHORTS.

Both though must be of the right quality; otherwise they give an inferior appearance.

Call and let us show you our selection without obligation to purchase.

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By APPOINTMENT TO HIS MAJESTY KING GEORGE V.

CHOICEST PURE

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF THOMAS OLARK, Late of Rock Villa, Millport, in the Island of Cumbria, and County of Devon, Retired Engineer, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the Time for Creditors and others to send in their Claims against the above Estate to the 11th Day of JUNE, 1931.

All Creditors and others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 12th day of May, 1931.
JOHNSON, STOKES & MASTER,
Solicitors for the Executors,
Princes Building,
Hong Kong. [739]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF SUSAN POCOCK, Late of Manor House, Kingsbury, Biscuit, Somerset, England, Widow, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the Time for Creditors and others to send in their Claims against the above Estate to the 11th Day of JUNE, 1931.

All Creditors and others are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 12th day of May, 1931.
JOHNSON, STOKES & MASTER,
Solicitors for the Executors,
Princes Building,
Hong Kong. [740]

CHINA ENTERTAINMENT & LAND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Registered Offices of the Company, King's Theatre Building, 5th Floor on SATURDAY, the 16th DAY of MAY, 1931, at 11 o'clock in the forenoon, to receive the Directors' Report and Accounts for the period ended 31st December, 1930, to Elect Auditors, and to Transact such other Business as may be Properly Transacted at an Ordinary General Meeting of the Company.

And Notice is further hereby given that the Register and TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 18th DAY of MAY, 1931. Both Days inclusive.

LIANG CHI HAO,
Managing Director,
Hongkong, 30th April, 1931. [691]

THE HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 16th MAY, 1931, commencing at 2.30 P.M.

The First Bell will be rung at 2 P.M.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.

No One without a Badge will be admitted to the Members' Enclosure.

Badges admitting Non-Members to the Members' Enclosure and Old Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (both including Tax) are obtainable through the SECRETARY upon Introduction by a Member, such Member to be responsible for Payment of All Obit, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon Application to the SECRETARY, Badges (Limited to One) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

On No Pretext will Children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00 including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, Tio Tse Men, &c., will not be permitted to operate within the Perimeter of the Race Course. Claret during the Race Meeting. Tiffin will be obtainable in the Restaurant in the Public Enclosure.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 9th May, 1931. [791]

WATSON'S

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THE HONG KONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS AND AUSTRALIAN PONIES

THE List of Subscribers to the above will CLOSE at NOON on SATURDAY, 30th May, 1931.

By Order of the Stewards,
O. B. BROWN,
Secretary.
734]

THE HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING of VOTING MEMBERS will be held at the CLUB HOUSE, HAPPY VALLEY, on WEDNESDAY, 27th MAY, 1931, 15.15 P.M.

All members are cordially invited to attend and participate in any discussion which may ensue.

AND NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the VOTING MEMBERS of the HONG KONG JOCKEY CLUB will be held at the CLUB HOUSE on the 27th DAY of MAY, 1931, immediately after the Half-yearly Meeting of the Voting Members when the subjoined resolution will be proposed:—

"THAT Article 6 of the Articles of Association of the Club be altered by deleting therefrom the words 'Ordinary Members may be unlimited in number' and 'substituting therefor the words 'The number of Ordinary Members shall be one thousand two hundred or such greater number as the Voting Members shall from time to time determine'."

AND NOTICE IS ALSO HEREBY GIVEN that a further EXTRAORDINARY GENERAL MEETING of the VOTING MEMBERS of the Club will be held at the same place on WEDNESDAY, the SEVENTEENTH DAY of JUNE, 1931, at a quarter past Five o'clock in the afternoon, for purpose of receiving a Report of the proceedings at the above mentioned meeting and of confirming if thought fit as a Special Resolution the above mentioned Resolution.

By Order of the Stewards,
C. B. BROWN,
Secretary.
Hong Kong, 14th May, 1931. [735]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3.40 p.m., stated:—

An elongated depression covers the eastern and Yellow Sea.

Local Forecast:—Variable winds, moderate; fine to showery.

ANNOUNCEMENT.

The engagement is announced between Lieut.-Commander ANCHUT, BALD HORN FINLAY, R.N., son of Mr. and Mrs. A. CHARLES FINLAY, of Twickenham, England, and Miss DAPHNE FLORENCE STANLEY, daughter of Mrs. J. S. McEACHAN, care of Chartered Bank of India, Australia and China, Hankow, China. [742]

DEATH.

CHAPMAN.—On April 10, 1931, at Hampstead General Hospital, Lieut.-Colonel ARTHUR CHAPMAN, V.D., of 81, Thurlow Park Road, West Dulwich, and late of the Civil Service of Hong Kong. [741]

Editorial and Business Offices: 11, Lee House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 16, 1931.

THE BRITISH ENGINEER.

It was Mr. RUDYARD KIPPLING who taught us, in a series of remarkable short stories and poems, that there was high romance in modern engineering. Schoolboys had always suspected it, but when they themselves became engineers, whatever they may have felt, they said, and they continue to say, nothing. As in war the Royal Navy was the Silent Service, so in peace the engineers of Britain form the Silent Industry of the nation. Quietly, without any blowing of trumpets, they have gone out into the world bridging rivers and railways, curbing the sea, sinking mines and laying pipe-lines.

So well have they worked, and such is the prestige of British skill and workmanship, that there are few spots left on land where the British structural engineer could not stand and say as WREN said in St. Paul's: "If a monument you require, look around."

And everything has been done so quietly, everyone bending to the task.

The prestige of British bridge-builders in other countries is one of the most prized possessions of the industry: and to maintain the supremacy of Britain in this field, bridge-builders have allowed contracts to go elsewhere. Always they have insisted that the bridge—on which may depend the lives of thousands—should have no element of risk. They insist on the use of the finest steel; and the result is the confidence all over the world that the British standard is best.

But British engineers have not been content just to slog along, hoping that quality alone will win them contracts. From America one is continually hearing of wonderful "hustles." But here are a few exploits of the British engineers that will compare with any record from the United States.

The city of Bombay, in India, was short of water. Engineers from all over the world were invited to quote for laying 100 miles of water mains, six feet in diameter. The contract was awarded to a London firm.

This firm not only provided 90,000 tons of pipes, but laid them through the tropical jungle to Bombay at a speed that created a new world record for construction work.

Such results are not achieved by hasty methods. To accomplish this feat the London firm, instead of sending material out from the works in England, decided to take a factory out to the job. A site 50 acres in extent was bought near

Bombay. A huge factory was rushed together and equipped with every modern appliance known to the engineer.

Pathans were carefully recruited from the wilds of Waziristan and taught the work required of them. So it was that there, in the middle of the jungle of the Bombay Presidency, the pipe-line was fashioned by natives.

News of this accomplishment reached Brazil, 8,000 miles away. In 1926, Americans, Germans, French, Belgians and Poles competed with this same London firm for the supply of 20,000 tons of pipe-line to carry water to Sao Paulo. The London firm won.

Once again it was decided to take the factory to the job. A complete factory was shipped out to Sao Paulo, and local labour trained to the work. Fourteen months later the factory was dismantled and brought back to England. The last pipe had been laid.

In the Americans' own words, "Can you beat it?"

Now consider bridge-building. Not many years ago it was decided to extend the port of Calcutta by the erection of wharves and warehouses. A British structural firm undertook to supply and erect the 38,000 tons of steelwork needed for the work.

Then it was found that the engineers had to cope with the mud of the Hooghly River, carried hundreds of miles in the river's tortuous course across India. So the engineers invented special machines for screwing piles into this mud. The successors to these machines in use to-day; they have revolutionized the science of constructing foundations for heavy loads.

In the meantime, construction work had started on the new King George Docks in Calcutta. The walls and floor of the work were lined with vast monoliths, each of which weighed 8,000 tons. The same British firm provided 6,000 tons of steel to bind these masses together as they sank into the Calcutta clay.

What has been done since can be done again. Engineers were not slow to learn the lesson of the Calcutta jetties and its screw-pile foundations. In India alone, during the last five years, four miles of bridges have been built on screw piles and cylinders. One bridge, 3,000 feet long, carried a train 26 weeks after the construction work began. This was another world's record.

At Calcutta to-day the same firm are building the great Bally Bridge, the bridge which will link the greatest city of India with the rest of the land by road and rail.

Seventeen thousand tons of steel are being used in this massive bridge, each of the seven spans weighing 2,300 tons.

When this engineering feat is accomplished the British builders will once again have justified their policy of taking the factory to the job.

In far Assam 200 bridges are now under construction and the North-West Frontier is being covered with a network of military bridges.

THE AGE FOR "PRIMARY EDUCATION."

The English Board of Education has for some years been engaged in a series of scientific investigations into certain problems of education. An important consultative Committee recently published the results of its enquiries regarding primary education, and its Report is a document of great importance to parents and teachers everywhere. It was recommended by a previous Report of this Committee that the primary education of children should end at the age of eleven, and now it is stated that it should begin at seven years of age. Thus, there is a clear-cut period of four years for primary education. There are the strongest scientific reasons for believing that primary education should not begin earlier than at seven years of age, nor end later than eleven. The Report discusses the whole question in the light of this newly discovered fact.

The period from seven to eleven years of age has been much less studied than others, and the findings of the Committee though incomplete must be considered as authoritative and probably the best ever formulated on this subject.

According to the Report, the period is an extremely important one of development, and one in which mixed schools—that is schools consisting of boys and girls—may be held to be without educational or sociological objections. Much attention is given to a new survey of elementary curriculum, and in this is emphasised the fact that the acquisition of book-knowledge is of less importance than the development of mind and body by intellectual and physical culture. Exceptions to this general rule are the teaching of the mother tongue in all its branches, and of arithmetic.

★ News and Views ★

Where Our Best Brains Are.

The old English suspicion of clever people is not without substance. A man who earned a living by inscribing the Lord's Prayer on sixpenny bits has been sent to prison by the London courts.

What the Public Wants.

Two books are reported to be the bestsellers of the week, says a Home paper. One is the new volume by Sir James Jeans on the mysteries of the universe. The other is a book by the fashion designer, M. Poiret, on the mysteries of women's dress.

53 Weds 75.

Mr. John Austin, of Sheffield, at the age of 83, was married at the Ecclesall registry office to Mrs. Eliza Jowett, who is aged 75. Mr. Austin is the oldest bridegroom to be married at that registry office. Both he and his bride had been previously married, and there were several grandchildren of both parties present. The couple's romance began four and a half years ago at the bowling green at the Bole Hills Park, Sheffield.

Do Gangsters Make Good Fathers?

This question is raised by a report that Mr. Al. Capone is to send his son to school in Ireland, because attempts to kidnap him from his school in Miami have been threatened. The lot of a small boy whose father is a gangster must be a hard one, if his school-fellows know about it. But perhaps there is a compensating inherited ability to deal with any opposition. Perhaps one day we shall see Mr. Al. Capone performing in the "Patent Match" at an Irish school in his bullet-proof vest, and Old Racketeer's blazer.

"Snooks-Grabbing."

Two American professors who have been conducting research on sleep, claim to have proved that the more sweets and sugar that one eats, the better one sleeps. Plenty of carbohydrates, they assert, are essential for restful sleep and sweet dreams. The research, according to a sprightly American contemporary, also proved that women are 15 per cent. better "snooks-grabbers" than men. "The girls," it adds, "had a great time and mocked all artificial methods of snooks-attainment. They hit the hay each night with their tummies full of cookies and candy. They captured shut-eye quickly, had either pleasant dreams or none at all, and they bounced out spryly at the clock's first yelp." The moral of all this seems to be to eat more sweets.

There was a clean bill of health in the Colony on Thursday.

Mr. G. K. Oliver has taken over the duties of organist at St. John's Cathedral, replacing Mr. F. Mascu who is at present on home leave.

A warning has been issued to mariners to the effect that the end of the breakwater recently constructed at Cheungshan will not be marked day or night by night.

A Golf Match, to take place during the present month, has been arranged between the Machine Gun Company, Hong Kong Volunteer Defence Corps, and the Kowloon Golf Club.

The Mercantile Marine Officers Club, Shanghai, have moved into their new quarters at 20, Yuen Ming Yuen Road. The telephone number of the club has been changed to 10004.

Pleading guilty to the charge of driving a motor-car without a licence, Mr. W. H. Hawes, of the Hong Kong Flying Club, was fined \$25 by Mr. E. W. Hamilton yesterday.

The forthcoming wedding is announced of Mr. John Robert Foster, of the Chinese Maritime Customs, R. L. Leung Tsing, to Miss Simonee Madeline Helene Desart, of 14, Wing Lok Building, Kowloon.

Charged before Mr. Hamilton yesterday with snatching a bangle from a child, which was being carried by its mother in Mongkok Market on Thursday, a Chinese was sentenced to twelve months' hard labour with twenty-four strokes of the birch.

Class for instruction in life-saving are being conducted at the Central Police Station Gymnasium and Police Training School, Mongkok, every Tuesday and Friday at 5 p.m. Books on the subject may be had on application to Sgt. R. J. Hunt, Central Police Station.

SUMMARY OF NEWS

Local.

The death is announced of Col. Arthur Chapman. Page 7.

Messrs. Croucher's daily report of the share market appears. Page 7.

Messrs. Benjamin & Potts weekly report of the Hong Kong share market appears. Page 11.

A bloodstained chopper has been found in the sump of the man murdered at Cheung Chau. Page 7.

The present month's Criminal Sessions open on Monday, but the murder trial on the calendar is postponed. Page 7.

Charged with attempting to steal a watch from a boatwoman, a soldier was fined \$25 by the Kowloon Magistrate. Page 7.

The Hong Kong Volunteer Defence Corps gave their annual smoking concert and presentation of prizes last evening in the Armony Hall. Page 7.

Week-end wireless programmes. Page 5.

Sport.

Lawn bowls fixtures and prospects are discussed on. Page 10.

Latest Cables.

Latest Home cricket scores. Page 9.

A new Papez Encyclical on social and labour questions has been issued. Page 9.

The Board of the Suez Canal Company after reconsidering the question confirmed its decision not to reduce the canal dues at present. Page 9.

Chiung Kai Shek yesterday submitted three dates to the People's Convention for its choice when the Provisional Constitution should be enforced. The Convention unanimously selected June 1. Page 9.

A cruiser was ordered from Stockholm to proceed to Andalen, where the Trade Unions have ordered a general strike in sympathy with the saw mill strikers in the Vester Norland area, where five people were killed and five seriously wounded in an encounter between the strikers and troops. Page 9.

We are once again in the wedding season and the modern girl—just as she is gradually losing her fear of "unlucky" green and the "unlucky" month of May—pays less and less attention to the superstitions about days. The ancient wedding-day rhyme which runs—Monday for health, Tuesday for wealth, Wednesday best day of all; Thursday for losses, Friday for crosses, Saturday worst day of all, has no terrors for present-day brides. So we have marriages the whole week through.

★ Local Notes and Events ★

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Quarantine restrictions have been imposed against arrivals from Saigon on account of cholera.

Mr. Kuo Wai Fong, the new managing-director of the China Merchants S.N. Co., Shanghai, having promised to consider their demand for a bonus, over 900 wharf coolies of the company, who went on strike during the last week-end, have resumed work.

A Chinese who was arrested during a raid at 113, Wooneng Street, was brought before Mr. Hamilton yesterday when he was sentenced to a year's hard labour. It was stated the man was deported from the Colony last year for a period of ten years.

Before Mr. Schofield yesterday, a Chinese coolie was charged with causing obstruction on the waterfront with a load of firewood and was fined \$8. It was stated that when arrested, the coolie made some excuse to a police constable who allowed him enter a shop in the vicinity but after a long wait the officer found that the man had run away by the back door. He was arrested again later.

Mr. W. J. Simpson, of 1, Edward Building, Prince Edward Road, was fined \$10 by Mr. Hamilton yesterday for failing to report a motor-cycle accident within a reasonable time after colliding with and injuring a Chinese in Nathan Road. He was also summoned for failing to have two independent and efficient brakes on his cycle, but this was dismissed owing to an error in the form of the summons.

Three Chinese were charged at Kowloon Magistrate's yesterday with trespassing on Stonecutters Island. The first two were also charged with the larceny of a suit of clothing and a pair of trousers from a boy in the R.A. Mess. Pleading guilty, they were both sentenced to one month's hard labour on the larceny charge and cautioned on the first count. The third man pleaded that he was brought there by the second man and was fined \$2.

Looking Back 25 Years.

Reports have been made of disturbance in Southern Honan and Western Shantung caused by the Big Knife Society, which is a sort of relic of the Boxer movement. Nominally, the headquarters of the rioters is directed against the new educational scheme and the Roman Catholic Christians, but in practice it takes the form of the pillaging of towns. The bandits in Honan are said to number 12,000, and they carry banners inscribed "Down with the Manchu Dynasty." Many towns are rebuilding their ancient walls for protection. The scene of the disturbances in Honan is close to the Hankow-Peking Railway, and travellers on that line can hear the sounds of firing. Troops have been sent from Hankow and are expected to quell the disturbances. —Hong Kong Daily Press, May 16, 1906.

Looking Back 50 Years.

A numerously signed farewell address was presented to the Hon. W. Keswick yesterday afternoon. The ceremony took place in St. Andrew's Hall, which was filled with the honourable gentleman's friends and admirers, and never has a more numerous or enthusiastic gathering assembled in Hong Kong on any similar occasion. The attendance included members of every race represented in the Colony—Europeans, Indians, and Chinese—and a sprinkling of addresses was noticeable. —Hong Kong Daily Press, May 16, 1931.

Mr. MacDonald said he would like those interested to make representations, either to the Chief Whip or himself.

"Please always remember that Billy Boy loved you to the last. I could not go on any other way without you. The thought of it is driving me mad. . . . I wish to God things would change, but there is no other way.
(Continued on next Column.)

would not be made—I was not afraid.

You were content to allow this statement to develop into a written statement without complying with the other formalities—I could not do anything else. I could not leave the prisoner.

Baldwin was remanded.

Chumley," "The Charity Ball,"
"The Darling of the Gods," "Van
der Duken" (a legendary play of
the sea), "Laugh Clown Laugh."

pair of these detested gaiters, upon which the seaman who was giving evidence, exclaimed in triumph: "Now, don't you agree, sir, it makes you just like a stable boy!" It is firmly believed that black-leather gaiters are due to disappear.

A troop train which was despatched to the scene of the disorders was temporarily held up by sleepers which were placed on the line by the strikers who stoned the train.

A message says that the Tsinan Bureau of Public Safety has prohibited the Press to publish the movements of high military generals in the province, in order to (Continued at foot of next column.)

battlefield. His object of again taking up his military post is to help to bring about the collapse of Chiang Kai Shek. The troops under General Li Tsung Jen stationed at Lungchow and Poshan have been put under the direct control of General Hu.

Sports News

Lawn Bowls.

PROSPECTS IN TO-DAY'S LEAGUE GAMES.

CIVIL SERVICE TRAVEL TO KOWLOON.

[By "GREENS"]

Provided there is an absence of rain, a fair estimate of the season's prospects in the Lawn Bowls League and which teams are likely to be prominent in the two divisions can be made on the results of the second series of games to be played this afternoon. There has not sufficient opportunity yet to size up the capabilities of any particular team, and any effort to pick the likely winners all round can only be pure guesswork, and therefore valueless. It would seem, however, from the composition of the teams, that Craignower and Civil Service are determined to have a struggle for supremacy as in the last few seasons, and particularly the last. Kowloon C.C. and Club de Recreio have also started well considering that they gained the decision over Kowloon Dock and Taikeo, both of whom have a worthy League record.

So far as the Second Division is concerned, Civil Service, last year's champions, suffered an initial defeat at the hands of the Yacht Club. The latter have been gradually improving their position, for after being placed last in two consecutive seasons, they climbed two steps in the next and last year came within striking distance of the championship. The Yachtsmen still there fore go through the season with much confidence and try their best to reach the top. The Hong Kong Electric R.C., however, of whom much was expected when they took over the place rendered vacant by the closing down of the East Point Recreation Club, have not justified these hopes. They went far in their first season, but dropped to the bottom last year. However, a defeat in the first match of the season is hardly a basis for judgment and the beaten ones last week may well be on top this afternoon. The defeat of Civil Service juniors brings to mind the unique feat last season by this team and Kowloon Bowling Green in winning seven matches in succession.

The following are the fixtures for the afternoon:—

Division I.

Bowling Green v. Civil Service
Craignower v. Police
Club de Recreio v. Kowloon Dock
Taikeo v. Kowloon C.C.

Division II.

Civil Service v. Craignower
Electric R.C. v. Taikeo
Yacht Club v. Bowling Green
Kowloon C.C. v. Club de Recreio.

After the defeat of the Bowling Green senior team by the champions, it would be interesting to see if they can prevent the Civil Service taking the points. The latter are likely to win. Craignower should have a fairly easy task at home when they receive the Police. The result of the other two games seems to be extremely doubtful. Recreio winners and Kowloon Dock losers in the opening game are the opposing teams. It may just happen that Kowloon Dock may fully extend the home team, and possibly win, but one never knows. The same may be said of Taikeo in their encounter with Kowloon C.C.

Civil Service juniors would appear to be favourites in their meeting with their Valley colleagues. Taikeo will do their best to take the points on their visit to North Point. The best tie in this division is that between the Yacht Club and the Bowling Green team which should provide a keen struggle. The result of the game between Kowloon C.C. and Club de Recreio (Continued on next column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

STARTING TIMES FOR TO-MORROW.

9.30 a.m.	(If train is late, all times will be adjusted.)
9.24	J. G. Campbell and S. T. Butler.
9.32	W. O. Hiley and J. Richmond.
9.23	G. A. Leiper and A. J. Wolfe.
9.40	A. Lench and J. A. R. Selby.
9.44	H. W. Dully and H. W. Williamson.
9.45	R. O. Law and F. Loh.
9.52	A. C. I. Bowker and W. N. Buyers.
9.50	V. R. Gordon and A. H. Penn.
10.00	F. A. Redmond and D. J. Gilmore.
10.40	A. G. Coppin and H. R. Remington.
10.04	J. W. King and A. D. Coppin.
10.12	G. W. Garrett and D. F. C. Cleland.
10.10	E. Stone and W. J. Riddiford.
10.20	A. H. Ferguson and I. W. Sheehan.
10.21	R. H. West and J. R. Collis.
10.24	G. Castle and J. S. Dykes.
10.32	A. D. Humphreys and O. Eager.
10.30	L. C. Grover and G. R. Lane.
10.40	G. E. Mitchell and L. G. Price.
10.44	H. S. W. Paterson and G. W. Pope.
10.48	F. C. Young and M. Nicholson.
10.52	C. Baunphrey and J. K. MacFarlan.
10.50	W. Mulcahy and D. McLellan.
11.00	D. C. Brodie and R. H. Bowler.
11.04	K. K. Rounds and R. Sanger.
11.09	W. C. Shields and N. K. Littlejohn.
11.12	P. Sykes and J. Coulthart.
11.10	S. S. Strahan and P. S. Cassidy.
11.20	W. R. Vallance and P. C. O. Mosley.

would appear to be obscure. K.C.C. won comfortably last week, but the King's Park junior team have a reputation for winning when they are given up for lost, and the defeat they inflicted on their senior Club colleagues some time back is just one instance.

Probable Teams.

In addition to those already published, the following are other probable teams in the afternoon's games:—

Civil Service O.C. senior team:—
F. Jones, W. Westlake, J. Deakin, and J. Hollidge (Skip).

Jas. T. Dobbie, L. E. Longbottom, E. L. Holland, and A. O. Brann (Skip).

S. Randle, S. E. Alderman, A. H. Oswick, and J. Gregory (Skip).

Civil Service O.C. junior team:—
P. Knight, N. Bobbington, R. L. Wood, and W. E. Hollands (Skip).

L. Lockhart, J. Shand, A. E. Murphy, and H. Strange (Skip).

A. Tarbuck, J. Willmott, L. Luck, and W. Bickford (Skip).

Craignower O.C. senior team:—
F. J. Neves, M. A. R. Sousa, L. E. Gammert, and C. S. Rossett (Skip).

A. E. Contes, A. A. Raznek, E. el Aurelli, and U. M. Omas (Skip).

G. E. Buchanan, W. Gill, W. T. Brightman, and R. Bass (Skip).

Craignower O.C. junior team:—
W. J. White, F. K. Modi, C. Sammons, and G. J. Spink (Skip).

E. Finer, R. Hooper, W. V. Field, and A. L. Sousa (Skip).

W. R. McBride, W. Ward, H. V. Penrose, and M. O'Brien (Skip).

Police R.C. teams:—W. L. Clark, E. Gooding, W. McHardy, and J. C. West (Skip).

L. Mist, A. W. Smith, J. Kirby, and F. E. E. Booker (Skip).

W. Mair, V. G. Johnston, A. Reynolds, and A. J. Johnson (Skip).

WHEN JERICHO FELL.

THOROUGH WORK OF DESTROYERS.

FIRE GENERAL AND DELIBERATE.

The discoveries made by the Marston-Melchett expedition during the season that has just closed are of first-rate importance in themselves, and give promise of almost unlimited results in the seasons to come.

The acropolis of ancient Jericho has been located, but the task of excavating hundreds of tombs, dating from the dawn of local history down to Roman times, is one of years. When a representative series has been examined, the archaeology of Canaan during the Bronze Age will rest upon a new basis.

A circle of excavation has been drawn in the city around Spring Hill, the mound which directly overlooks the water supply and the eastern tower. This, from the importance and extension of its well-filled store-rooms, plainly seen though burnt to cinders, seems to mark the spot upon which, from remote antiquity, arose the residences of the chieftains or "kings" of Jericho.

It appears to be intact; the evidence in determining the history of the site, and it may even yield up tablets or inscriptions, while the collateral excavation of the tombs will enable full appreciation to be given to the sequence and stratification of its pottery and other objects. All questions that may arise seem likely to be solved finally and with certainty.

Early Bronze Age Wall.

It is now ascertained that in the Early Bronze Age (before 2100 B.C.) the site was already defended by an enclosing wall. This has been traced in the deep levels around two sides, and though the city was smaller and its outer walls thinner than in later epochs, it shared to the full the cultural stimulus that pervaded the country at that time.

In the early generations of the Middle Bronze Age, 2000-1800 B.C., arose another city, when the fortifications were greatly strengthened and extended. While not many buildings of this low level have been examined as yet within the city's area, the specimens of the period, like the objects of the great tomb beyond its walls, show that it marked a well-defined cultural period in which Babylonian rather than Egyptian influence again predominated.

This city gave place about half way through the Middle Bronze Age (1800 B.C.) to that much larger one which enclosed the whole hill, and was protected by the glacis of massive stones with rock-hewn fosse, and surmounted by an upper parapet to shelter the defenders.

Zenith of the City.

The city now attained the zenith of its extension and importance. The change was not sudden. Houses on the west and north had gradually been extending beyond the limits of the former city walls. The culture of this period, like that of other Canaanite cities, was marked by taste and skill, with an introduction of new motives in which a Northern rather than an Egyptian influence prevailed.

Notwithstanding its strength, this city fell before an enemy about 1600 B.C., and the event is marked by signs of wreckage and burning, possibly the work of the Pharaohs in their pursuit of the retreating Hyksos. The disaster was read; for when the inhabitants returned they rebuilt their city upon the older lines, and it was therefore confined to the summit of the mound, now almost twice its original height.

This was the city which was still standing at the time of the Israelite invasion. It was protected by a double brick wall, the inner one being about four yards thick. These walls have already been described, and they are found to have been almost totally destroyed upon the western and eastern faces, except at the four corners, where it is now ascertained that they were strengthened by towers. At these four points, as well as the short lengths along the northern and southern sides, the walls resisted to some extent the final shock.

Signs of Earthquake.

Though the walls may have been weakened by earthquake, of which certain signs can still be seen, there is evidence that the complete destruction of the city was deliberate and subsequent to its capture.

Recent observations suggest that, where the walls still stood, as at the corners against the towers, they were subsequently undermined from within to complete their demolition, and the confederation which finally offered the city was not only general, but must have required weeks of preparation.

Archaeologists are familiar with layers of burning, but here the traces are abnormal. When we read that the Israelites "burned the city with fire," we must understand that they set about their task with method, and deliberation, and sacrificed Jericho of the Late Bronze Age, the first-fruits of the Promised Land, as a burnt-offering to Jehovah.

CHINESE CHAMBER AND H.K. CURRENCY.

DETAILS AS TO WHY GOLD BASIS IS DISFAVoured.

At a meeting of the Chinese Chamber of Commerce yesterday, among other matters the question of currency was raised. It will be recalled that the Chinese Chamber recently wrote to the Currency Mission pointing out that the members of the Chamber generally disfavoured the idea of a gold currency for Hong Kong so long as China used silver as her currency. A sub-committee was appointed to draw up details of views expressed at a recent meeting of the Chamber and the draft of their report, which was in the form of a supplementary letter to the Currency Mission, was read out to yesterday's meeting. It was as follows:—

Supplementary to our letter addressed to the Currency Mission, we beg to present the appended views respecting Stabilisation in the Colony:—

1.—If Hong Kong goes on gold basis, the demand for silver will without a doubt become considerably smaller; its price is bound to drop, which, in turn, will intensify a further drop in the value of Chinese silver currency. The Chinese, in the circumstances, will obviously withdraw their deposits from Hong Kong and remit to other places such as Canton, Shanghai or other Treaty ports, as the Overseas Chinese have been remitting to Hong Kong at present. That being the case, Hong Kong as the financial centre of South China, will be affected to a serious extent.

2.—As in all the world over, the middle class people form the bulk of the population and if gold standard is adopted here, this class who, with a view to seeking gain, will be induced to remit their earnings to those places mentioned above and because of the proximity to Hong Kong, they can easily manage to move their families to Canton and the interior so as to curtail family expenses. Thus the number of the middle class people here will be reduced.

3.—If Hong Kong changes to gold basis, the rent, wages and materials of the factories in the Colony must be made conformable to gold currency, but these products are dependent mainly on the market in the interior for an outlet. Now, by conversion of the Hong Kong gold currency into Chinese silver currency, the price of these products must be enhanced, apart from import duty. At this rate, how can they compete against the products of the interior? Therefore the factories will be obliged to move to the interior to save themselves from loss, ruin and bankruptcy. So the number of factories and workmen will necessarily be reduced.

4.—If Hong Kong changes to gold standard, hereafter, in view of the disadvantage arising from converting Chinese silver money into Hong Kong gold currency, the tourists from the interior will be deterred from visiting Hong Kong, and consequently their number will also be reduced.

5.—If Hong Kong changes to gold currency, the number of students from the interior studying in Hong Kong, though comparatively small, will find their limited means greatly affected thereby.

6.—If the local currency is changed to gold, the import merchants, on account of paying for storage and transport charges in Hong Kong gold currency and increasing heavy cost will hereafter find it difficult to dispose of their goods and are bound to move to Canton.

It is said that the Canton Government have been contemplating recently building warehouses at Chow Tai Chi, Canton, similar to those in Europe or America, where goods brought in by ships may be stored and duty is paid for them at the time of clearance from the warehouses in Canton is not such a serious one after all. If it is said that the harbour in Canton is too shallow to enable big ships to enter directly, the goods can be transported from Shanghai to Canton on smaller steamers, without paying duty. The question of shallow water, therefore, does not come in. But the number of import merchants in Hong Kong is bound to be reduced, if Canton can offer the facilities referred to above.

7.—The adoption of gold standard means that hereafter the Overseas Chinese, on account of the interior, will be forced to make their remittances direct to Kwangtung for the purposes of buying goods and the export firms, placing orders to the interior for export to America and Australia, will surely find more advantage accrued from establishing themselves in Canton instead of Hong Kong.

Apart from the foregoing adverse factors militating against the commercial life of Hong Kong, it may also be taken into account the following:—

Let it not be overlooked that if Hong Kong adopt the Gold Standard before China, and if the Hong Kong dollar is to be stabilised far above the parity of Bar silver rate, the consequence would not only be withdrawal of deposits or liquid money from the Colony, but that it would give rise to an unprecedented slump in the share and property market. If the trade of Hong Kong is diverted to other trading ports in China, the exodus of the population will surely follow.

The question of exodus of the population is not so inconsequential as may be imagined at first sight; for it must be borne in mind that the life-blood of the Colony depends, in the main, on the bulk of the Chinese people who support the various enterprises in Insurance, Shipping and Banking. And one needs only to consider the Public Utilities in the Colony; notwithstanding the present severe depression of trade, the local dense population have kept, nevertheless, everything going and on a paying basis.

(Continued on next column.)

DAVIS CUP TENNIS.

LATEST RESULTS.

[THROUGH REUTER'S AGENCY.]

COPENHAGEN, May 14.
Ulrich and Henriksen beat Mishu and Bunea 6-1, 6-2, 6-3 to give Denmark a three matches to love victory over Rumania.

Earlier Results:
In the Davis Cup match here today Ulrich (Denmark) beat Mishu (Rumania) 6-1, 6-4, 6-7 and Henriksen (Denmark) beat Bunea (Rumania) 6-0, 6-2, 6-3.

Ireland v. South Africa.
DUBLIN, May 14.
Lytleton Rogers (Ireland) beat Spence (South Africa) 6-4, 6-2, 4-6, 4-6, 6-4.
Kirby (South Africa) beat Maguire (Ireland) 4-6, 6-3, 7-5, 7-6.

Otherwise, Hong Kong, as a distributing centre, depends on the volume of traffic passing through in commerce, shipping and banking. The greater the population, the larger the amount of trade, and the more financing activities there are emanating from the local banks. After Stabilisation, there might be more stability in currency, but it would more likely than not bring about a dwindling population, trade, shipping and banking. Does it that seem to sacrifice much for little?

The Stabilisationists have referred to the adoption of Gold Standard in Dairen with nauseating frequency. They have, consciously, closed their eyes to one important essential, namely Dairen has the advantage of closest Sino-Japanese co-operation, that is, the Government and the people, in agricultural and industrial enterprises, in addition to the usual portion of shipping and banking.

CHURCH NOTICES.

ST. JOHN'S CATHEDRAL, Hong Kong.

MAY 17th, 1931, Sunday after Ascension.—
Holy Communion at 8 a.m.
Holy Communion (Peak Church) at 8 a.m.
Children's Service at 10 a.m.
Matins and Sermon at 11 a.m.
Preacher:—The Lord Bishop of Victoria.
Holy Communion at 12.15 p.m.
Evening at 8 p.m.
Preacher:—The Rev. N. V. Halward.

FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)

MACDONNELL ROAD, BELOW BOWEN ROAD TRAM STATION.

SUNDAY SERVICE, May 17, 1931, at 11.15 a.m.—

Subject:—MORTALS AND IMMORTALS.

The Sunday School is held on Sunday Mornings at 10 o'clock.

Wednesday Evening Meeting at 6.30 p.m.

Reading Room at above address, open:—Tuesday and Friday, 10 a.m. to 12 Noon; Monday and Thursday, 5.30 to 7 p.m.

The Public is cordially invited to attend the services and visit the Reading Room.

UNION CHURCH.

(KENNEDY ROAD).
SUNDAY SERVICES on May 17, 1931:—

Morning Service at 11 a.m. (Broadcast).

Evening Worship at 6 p.m.

Sunday School:—Kennedy Road at 10 a.m.

Social Hour after Evening Service. Preacher:—Rev. E. G. Powell.

THE "QUEEN'S"

At the Championships at Wimbledon no less than 65% of the British entry and 15 Semi-finalists used the "Queen's" racket.

SLAZENGER'S SPECIAL LAWN TENNIS RACKETS.

The "Queen's" (No. 309).

Agents:—Alex. Ross & Co. (China), Ltd.

PRINCE'S BUILDING.



PILSNER

Carlsberg

BEERS

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LAGER

THE FAMOUS DANISH BEER THAT TAKES THE LEAD IN ALL THE MARKETS OF THE WORLD.

OBTAINABLE AT ALL THE LEADING STORES.

Sole Distributors:

JOHN MANNERS & CO., LTD.

MERCANTILE BANK BUILDING.



LAGER

Cuticura Healed Painful Weeping Eruptions on Child

"My little boy had weeping, sore eruptions that used to scale over. They first started with little pimples that rapidly grew bigger and spread, covering the whole of the lower part of his face and ears. He could not sleep and cried nearly all night because they were painful, irritating and hot. I had to bandage his hands to stop him scratching. The trouble lasted ten months.

"I sent for a free sample of Cuticura Soap and Ointment. I could see a marked difference after using it so purchased more and in four months he was completely healed." (Signed) Mrs. Violet Bell, 33, Railway Colliery, Tyne Dock, So. Shields, Co. Durham, Eng., April 4, 1930.

Keep your skin clear by using Cuticura Soap, Ointment and Talcum for daily toilet purposes. Touch pimples and itching with Cuticura Ointment. Bathe with Cuticura Soap and hot water. Sample each Soap, Ointment and Talcum free upon request, from Dr. J. C. Watson, Ltd., 730, Zaccateros, Manila, P. I. Sold throughout the World.

MANGO FRUIT.

MANGOS for sale. Direct from our farms.

J. WATSON,
730, Zaccateros,
Manila.

PUDLO
BRAND
CEMENT WATERPROOFER



See how easy it is to use. Pudlo is the best for the concrete work of all kinds. It is applied with a brush or trowel. It is sold in 25 lb. bags. DODWELL & CO., LTD. Hong Kong. Tel. 22021.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on TUESDAY, the 19th MAY, at NOON, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the Year ended the 31st DECEMBER, 1931.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 5th to the 19th MAY, 1931, Both Days inclusive. JARDINE, MATHESON & CO., LTD. General Agents. Hong Kong, 28th April, 1931. [602]

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTH ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of CHINA UNDERWRITERS, LIMITED, will be held at the Office of the Company, HONG KONG BANK BUILDING, 4A, DES VOUX ROAD, CENTRAL, HONG KONG, on FRIDAY, the 22nd DAY of MAY, 1931, at NOON, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ending 31st DECEMBER, 1930 and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 15th MAY, 1931, to 22nd MAY, 1931, Both Days inclusive.

By Order of the Board of Directors, HERBERT R. STURT, Secretary. Hong Kong, 11th May, 1931. [222]

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS" Six-roomed and Five-roomed Apartments. PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas. Modern Construction with Garage. "CAMBAY BUILDINGS" Flats with Modern Conveniences.

CHELMSFORD CALLING.

BUT IN THE WEE SMA' HOURS.

A radio enthusiast sat up to 1.55 a.m. yesterday morning in order to get the announcement of yesterday's programme from Daventry, relayed by Chelmsford Experimental on a wavelength of 25.33 metres, 11,761 k/es.

This programme was broadcast at the following hours yesterday:— 7.30 to 9.30 p.m. (Hong Kong time).—

Organ recital by Leonard H. Warner from Bishopgate, Vocal solos.

2 to 7 a.m. (Hong Kong time).— The B.B.C. music critic in one of a series of talks.

"India": One of a series of talks by Eileen Rushford Williams.

Studio Play: "The Forest" by John Galsworthy. "The Way of the World": Mr. Vernon Bartlett, on current foreign affairs.

Beethoven's "Ghostly Quintet," No. 5.

Dance Music from Cafe de Paris till mid-night (announcers' error: 11 p.m. Greenwich Mean time).

Though this information comes too late for our readers to enjoy any of the above programme, anyone who is interested has only to tune on at 1.55 a.m., or thereabouts, to-night to learn what will be relayed between 7.30 and 9.30 tomorrow evening, and learn, further, if the programme which will come through between 2 and 7 a.m. on Sunday morning is of sufficient interest to him to reward a very early rise.

The following bits of information were also received by our correspondent:—

Correction: Sir Frederick Cowen conducted the B.B.C. Symphony and himself accompanied the soloist on the piano and not Harriet Cohen as announced yesterday.

Rome: 25.4 metres, 11,310 k/es. may be heard at full loud-speaker strength.

Poste Telegraphique de Paris, Administration Municipale: 26.05 metres, not regular, but very strong.

All the above announcements were received on Philips No. 2802 receiver.

DON'T LET INDIGESTION AGE YOU.

Many a young person looks old and haggard through indigestion. The continual pain and discomfort combined with the inability of weakened stomach organs to extract nourishment from food are such a terrible strain that they drive all trace of youth away. If you ever have indigestion, no matter how slight—beware! Get to the root of the trouble before it becomes chronic. 'Bisurated' Magnesia will do this quickly. A little taken after meals stops indigestion almost instantly by neutralizing excess acid, the common cause of digestive trouble—while, in addition, it soothes and strengthens your weakened stomach. 'Bisurated' Magnesia is used by doctors and in hospitals all over the world. Get a package of 'Bisurated' Magnesia powder or tablets from your chemist to-day. The complete freedom from digestive pain and discomfort will be wonderful and will make you feel healthier and younger.

LONDON SELLING AGENTS

TEA, INDIGO, FIBRES, BRISTLES, OILSEED, RUBBER, DRUGS, COTTON, WOOL, ORES, MICA, GUMS, AND GENERAL PRODUCE. KEMNER, SON & CO. (Import Dept.), Whitechapel, London. Tel.: "Keymer London." Est. 188.

COMING ???

JUST IMAGINE

HONG KONG SHARE MARKET.

BENJAMIN & POTTS' WEEKLY REPORT.

Messrs. Benjamin & Potts' weekly report of the share market dated yesterday, states:—

The week under review opened rather quietly, but during the past few days there is a distinctly better tone and more enquiry in the local market, and a larger volume of business has been transacted at improving rates. Hong Kong & Shanghai Hotels, Cements, Ropes and Realties have monopolised a good deal of attention and all show a marked improvement, while the demand at the close remains unsatisfied.

Banks.—Hong Kong & Shanghai Banks, in sympathy with the drop in the London price to 210 (Middle), have eased off slightly and are now quoted 82.025 nominal.

Marine and Fire Insurances.—Unions are a shade lower with buyers now offering 3633. Cantons were bid up to 81.415, but without response. China Fires have risen sharply to 8000. Hong Kong Fires can be placed at 31,300. Underwriters show a further appreciation and were dealt in up to 85.45.

Shipping.—Douglas Steamships have advanced to 825. Hong Kong, Canton & Macao Steamboats are quiet but steady at 828. "Sheik" Bearers, after having improved to 64/4, have fallen away to 47. Waterboats are on offer at 827.

Docks, Wharves and Godowns.—Kowloon Wharves are in better demand at 8163. Whampoa Docks have been comparatively quiet, after the buoyancy displayed last week and are now obtainable at 824. China Providents (Old) have made a slight recovery and can be placed at 82.85. Shanghai Docks at 112, Hongkong Wharves at 115, and New Engineering at 115. 6 are all nominal.

Land, Hotels and Buildings.—Hong Kong Lands were realised again at 801, but closed with buyers at 801. Hong Kong & Shanghai Hotels have been in great demand owing to various rumours in connection with the Company's properties in Shanghai, and from 815.30 the price suddenly improved to 816.75. At this rate renewed buying set in resulting in another spurt of 81, with a large business done at rates between 816.50 and 818 for June closing with sellers at 817.65 for cash. Reallys have likewise strengthened and have buyers at 813. Humphreys Estates show an improvement and are asked for at 817. Shanghai Land continue in request at 115. 39.

Public Utilities.—Sales have taken place of Hong Kong Electric at 8801. There is a marked absence of China Lights in the market for ready delivery and shares can be placed at over the quoted rate of 856. "Star" Ferries were again booked at 895. Hong Kong Trams are enquired for 8191. Telephones (partly paid) were sold down to 840.

Miscellaneous.—There are enquiries for Green Island Cements (Combined) at the improved price of 810.70. Dairy Farms gave way slightly to 826.75, but are again in demand at 827. Lane, Crawfords have been sold at 86.50. Hong Kong Ropes, after weakening to 822, owing to profit taking, have again risen with business done up to 824.10. Constructions are wanted at 87.10 after transactions at this rate. Watsons are in demand at 814.45. Hong Kong Government bonds changed hands at 24 per cent. premium.

Mining.—Venezuela Goldfields are still in demand at 832. Sales of Shanghai Explorations have taken place at 115. 175 and of Shanghai Loans at 115. 44. Benguet at 84 and Rango at 8381 are steady at quotations.

Cotton Mills.—Ewes were taken off the market at 115. 15. Shanghai Cottons have declined, a dividend of 115. 24 and Bonus of 115. 0.75 per share and there are local buyers of this stock at the improved quotation of 115. 108. Zoong Sings continue more or less neglected.

Rubber.—The price of the raw material is 3d. per lb. and the following are the latest cable quotations received from Shanghai:

	Buyers.	Ts.
Anglo-Javas	5.00	
Anglo-Dutch	3.00	
Batu Anams	25	
Chemore	65	
Consolidated	1.10	
Kroewicks	1.10	
Repahs	45	
Tanah Merahs	70	
Telongs	1.50	
Zanzibars	1.50	

Exchange.—The T.T. rate on London is 114d. and on Shanghai 761. Forward Settlement Days.—May 28, June 24 and July 28, 1931.

CHUNGSHAN RD., SHANGHAI COMPLETED.

PROJECT OF 1926 NOW AN ACCOMPLISHED FACT.

A DRIVE ALONG THE HIGHWAY.

With but one slight detour, the wide Chungshan Road from Lung-hua to Kiangwan, Shanghai is now an accomplished fact. It is possible to drive the thirteen miles from the Pagoda to where the road crosses the Kiangwan Road, now that the part between the Nanking Railway line and the latter road has been completed this spring.

This road marks the completion of the hope that has been held ever since 1926 when the Chinese areas of Shanghai came under one jurisdiction under the mayoralty of Dr. V. K. Ting. Up till then Pootung was of course, divided from other areas by the river, but there was also no highway of communication between Nantao, where at that time municipal offices for the whole city were being established, and Chapei and Woosung, except through the foreign controlled areas. As a matter of military precaution it was of interest to Marshal Sun Chuan-fang, whose concept the Municipality of Greater Shanghai originally was, to be able to have rapid communication between the Yamen and Arsenal at Lung-hua, and the rest of the area under his control. With the coming into the realm of possibility of the new civic centre beyond Kiangwan, and about half way to Woosung, this road has a new significance and represents the artery which can bring to the government centre all those who wish to travel thereto.

The Road Itself.

Almost everyone now knows the beautiful broad road in one part or another of its length, and many have ridden over it on horseback or by car in the region near the Pagoda or the Great Western and Hungjiao Roads. Few, perhaps,

have yet essayed the whole distance. It is quite revealing to drive from end to end. If, too, the progress which has been made from month to month during the years of its construction has been carefully watched, it will be remarked how quickly its borders are being changed from lovely countryside crops to buildings often less desirable.

From the Lung-hua Pagoda to the Hangchow Railway line crossing is about two miles, when across fields the two towers of the Sicawei Cathedral are landmarks. At almost three miles the road crosses the Hungjiao Road, and shortly after, Great Western Road and Lincoln Avenue. Here may be seen the first two of the many schools and academic institutions which are springing up along the road. Indeed, the Chungshan Road may well have another name—the Ta Hsueh Road—for there are more colleges of higher grade here on its length than anywhere else in Shanghai. A modern primary school building, erected by the Municipality of Greater Shanghai, but used largely by children of Yangchow people, can be seen, followed soon by the Campus of Kwang-hua. Just before crossing Brenan Road, five miles from Lung-hua, may be seen on the right the Spanish Mission chapel of St. Mary's Hall, school of the American Church Mission for Chinese girls.

Soon the Spoochow creek is crossed, here, as everywhere, full of the interest that is always associated with the boat life. Then upon the left loom up the buildings of the Great China University which moved from their temporary premises in Kinechow Road last autumn. There is promise that the grounds

will be lovely when the trees already planted have grown. On the right, just across the railway line with which the road is running roughly parallel, the wonderful old trees of St. John's now reveal, now hide, the buildings of this most venerable of the colleges. Two miles further on, again, is the second sub-station of the Chapei Electric Light plant. Its appearance should be noted, for the first sub-station is to constitute a landmark to find the way in Chapei at the only detour the road makes.

Nine miles from Lung-hua the Nanking railway line is crossed, near the junction with the Hangchow line. Beyond this point the road, but recently completed, is a little softer than in the first portion: but nowhere is the surface poor. After crossing a bridge, there are two cross roads where electric power standards lead off from the main lines which have followed the road since the Power station.

The Only Detour.

In order to find the main broad road again to lead on to Kiangwan, it is necessary to detour at the second of these branch electric lines. The road is still good, and crosses, a good bridge on the other side of which will be seen the first substation of the Chapei Electric Light plant. Turn right at this point, and run along the creek road for some three blocks. The main Chungshan Road then picks itself up again, and continues on. What has happened, it is assumed, is that these passable roads existed, and it proved unnecessary to cut through the broad road at this point.

For another three miles the road runs through lovely country. Away to the left can be seen the buildings of Eliza Yates School. Soon a skull and cross bones highway sign warns that there is a dangerous crossing—the Kiangwan Road, thirteen miles from Lung-hua. On this stretch there is being constructed another building to house an academic institution—the Chin Tse

School, now in smaller premises on the Kiangwan Road. Beyond Kiangwan Road the broad road is called Ying Ziang Road on the map of the Public Works Department but is, of course, the continuation of the main artery toward Woosung. On this road is Fudan University, housed here these many years: and almost opposite it, ground has been broken for yet another school—the Tongshan Physical Education school. Is not the contention sound that this should be called "school road?"

Road materials, rock and cinder, at the side of the road indicate that there is intention to begin early upon the paving of the road. There has been progress too, at the turn-off toward the Seekingjiao golf course, which is to be the main Shanghai-Woosung road. On the opposite side of the road two roads leading into Ningkuo Road in the Yangtsepoo district and into Dixwell Road in the Northern district are now clear, though as yet only with a dirt surface.

Throughout the whole length of the Chungshan Road the trees of last year's planting are in beautiful leaf. And on the newer roads in Kiangwan, the trees planted on March 12 show by their small leaves that they have taken root and find their new home to their liking.

It is possible, of course, to continue along the Ying Ziang Road and come into Woosung Road and return to town via Yangtsepoo. The Woosung Road is hit at a mark eighteen miles from Lung-hua. It is a cause for congratulation and an outlet for pleasure-seeking motor owners that it is now possible to say—"The Chungshan Road is through!"—N. C. Daily News.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

After 15 YEARS of research and 3 YEARS in the home

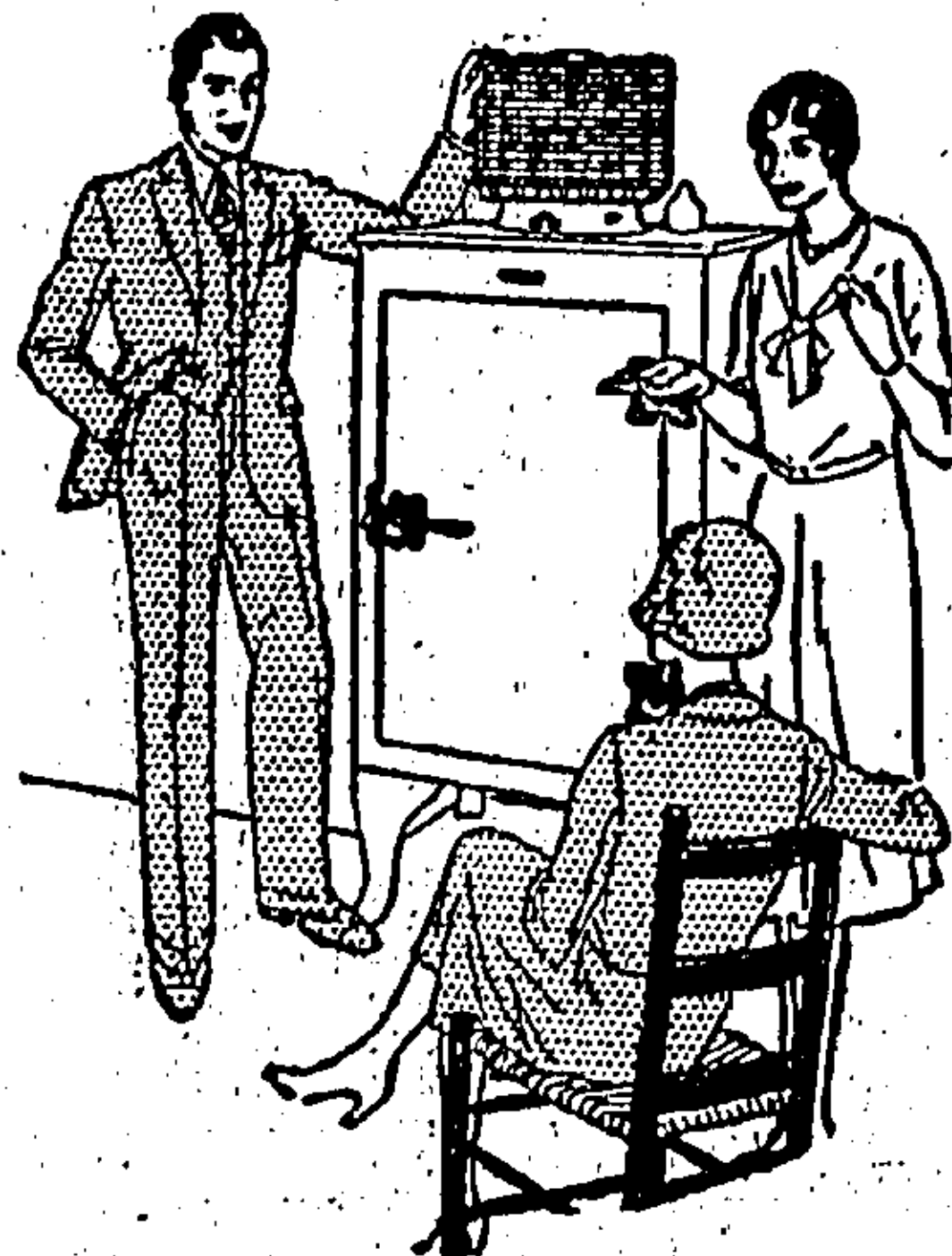
GENERAL ELECTRIC

Announces a **3 YEAR GUARANTEE** ... on the Monitor Top

A GAIN General Electric makes refrigeration history with its announcement of an unparalleled 3-Year Guarantee on the General Electric Monitor Top.

This—the broadest warranty ever offered with an electric refrigerator—means that for at least three years you are protected against service expenses on the mechanism of the Monitor Top.

General Electric offers you the widest range of refrigerating service—ice cubes, four different zones of temperature, sliding shelves that give easy access to all food, small operating and a score of other advantages.



Demonstration at The WING ON Co. on MAY 16th and 17th between 4 and 6 p.m.

On View at

Hong Kong Electric Company, Ltd.
General Electric Company (China), Ltd.
Andersen, Meyer & Company, Ltd.

DAVID HOUSE

"The General Electric Refrigerator is much the most convenient—and the cheapest to run!"

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "LAHN" having arrived from BREMEN, HAMBURG and other ports, Consignees of Goods are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Steamer "LAHN" has taken at HAMBURG and BREMEN through Cargo to "RUDOLF" S.S. "ELECTRA" S.S. "STAR" from OSNABRUGH, COPENHAGEN, GOTHENBURG and HANGOE.

All Goods remaining undelivered after the 21st of May, 1931, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on the 20th of May, 1931.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Counter-signature.

MELOERS & CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN, Hong Kong, 14th May, 1931. [738]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "HAVELLAND" having arrived, Consignees of Goods are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, 1931 will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 18th May, 1931, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 4th June, 1931, or they will not be recognized.

No Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 14th May, 1931. [733]

SERVICES CONTRACTUALS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "PORTHOS" ARRIVED HONG KONG ON MONDAY, THE 11TH MAY, 1931.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Undersigned before Wednesday, the 20th May, 1931, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Monday, the 18th May, 1931.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hong Kong, 11th May, 1931. [725]

GOODWOOD HOTEL,

63-67, QUEENSTOWN TERRACE, HYDE PARK, LONDON, W.1. Two minutes Kensington Gardens, Buses and Tubes.

HOT AND COLD RUNNING WATER. GAS FIRES ALL BED ROOMS. PASSENGER LIFT.

Noted for healthy position, quiet, cleanliness, excellent food and attendance. Terms from 3 guineas per week, including four meals, bath, and attendance from 18/6 daily. NO EXTRAS.

Tariffs from DAILY PRESS office.

LOCAL MAPS

Peak District, Kowloon, Victoria, New Territories.

HONGKONG DAILY PRESS.

S.S. "PRESIDENT MADISON"
will sail for
NEW YORK
via Shanghai, Kobe, Yokohama, Honolulu, San Francisco, Los Angeles and Panama Canal
at
8.00 A.M.
SUNDAY, MAY 17th, 1931.

ROUND THE WORLD
(calling at Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, NEW YORK, BOSTON, Havana, Gibraltar, Balboa, Los Angeles, SAN FRANCISCO, Honolulu, Kobe and SHANGHAI)
S.S. "PRESIDENT HAYES"
will sail at
8.00 A.M.
SUNDAY, MAY 17th, 1931.

DOLLAR STEAMSHIP LINE
AMERICAN MAIL LINE

SUN SHIPPING Co., Ltd.

(Messrs. MITCHELL COTTS & Co., Managers)

NEXT SAILING

of the

S.S. "CAPE ST. FRANCIS"

Will be on

JUNE 25th

Accepting cargo for Reunion and Mauritius.

DODWELL & CO., LTD.

Agents.

HAMBURG-AMERIKA LINIE



FAR EASTERN MAIL-FREIGHT and PASSENGER SERVICE between JAPAN, CHINA, HONG KONG, PHILIPPINES, STRAITS SETTLEMENTS, COLOMBO and EUROPE.

SAILINGS TO EUROPE.

VESSEL	DESTINATION.	LEAVING HONG KONG.
M.V. "DUISBURG"	(1) Genoa, Rotterdam & Hamburg	23 May
M.V. "HAVELLAND"	(2) Genoa, Rotterdam & Hamburg	6 June
M.V. "SAUERLAND"	(1) Genoa, Barcelona, Rotterdam & Hamburg	20 June
M.V. "RAMSES"	(1) Genoa, Marseilles, Rotterdam & Hamburg	4 July

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

VESSEL	FROM	ARRIVING HONG KONG.
M.V. "SAUERLAND"	(1) ...	24 May
M.V. "RAMSES"	(1) ...	7 June
M.V. "LEVERKUSEN"	(1) ...	21 June
S.S. "SAARLAND"	(1) ...	6 July

Subject to Alteration without Notice.

- (1) Excellent Accommodation for Passengers. Qualified Surgeon carried. Fare from Hong Kong to Genoa from £70.0.0.
- (2) Limited Passenger Accommodation. Qualified Surgeon carried.

For further particulars please apply to Agents—

JEBSEN & CO.

AGENTS.

15, Pedder Street, Hong Kong.

Tel. 26661.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.

SHAREBROKERS' ASSOCIATION.

FRIDAY, MAY 15.

Banks

H.K. Banks ... \$2,036
Do. (London) ... \$214
Chartered Banks ... \$24
Mercantile Bk. "A" ... \$21
Do. "C" ... \$21
Bank of East Asia ... \$191

Insurance

Canton Insurance ... \$1,400
Underwriters ... \$6.75
North China ... \$6.75
Union Insurance ... \$6.75
Yangtze Insurance ... \$6.75
China Fire ... \$6.75
H.K. Fire ... \$6.75

Shipping

Douglas ... \$27
Indos (prof.) ... \$27
Do. (def.) ... \$27
Shell Transport ... \$27
Water-boat (old) ... \$27

Mining

Bonanza ... \$10
Vancouver Gold Field ... \$10
Kailans ... \$10
Langkate (comb.) ... \$10
Do. (single) ... \$10
Explorations ... \$10
Shanghai Loans ... \$10
Rauha ... \$10
Tronch Mines ... \$10

Docks, Wharves, Godowns, etc.

H.K. & K. Wharves ... \$163
Providents (old) ... \$6.80
Do. (new) ... \$2.65
H.K. Docks ... \$344
Shanghai Docks ... \$10
New Engineering ... \$113
Hongkew ... \$10

Lands, Hotels, and Buildings

H.K. & S. Hotels ... \$17.70
Do. rights ... \$17.70
Do. ex rights ... \$17.70
H.K. Lands ... \$904
Shanghai Lands ... \$904
H.K. Realty ... \$13.60
Humphreys (old) ... \$17
Do. (new) ... \$164
Chinese Estates ... \$17

Cotton Mills

Eves ... \$11.85
Shai Cotton ... \$11.85
"Zong Sing" ... \$11.85

Public Utilities

Framways ... \$19.20
Peak Trams (old) ... \$19.20
Do. (new) ... \$19.20
Star Ferry ... \$19.20
China Lights ... \$19.20
H.K. Electric ... \$19.20
Macao do ... \$19.20
Sandakan Lights ... \$19.20
Telephones (fully pd.) ... \$19.20
Do. (part pd.) ... \$19.20
China Buses ... \$19.20
Tractions ... \$19.20

Industrial

China Sugars ... \$37
Malabar Sugars ... \$37
Caldbeck (ord.) ... \$37
Macgregors (pref.) ... \$37
Lanlon Ice ... \$37
Cements (comb.) ... \$37
Do. (old) ... \$37
Do. (new) ... \$37
Ropes ... \$37

Miscellaneous

Dairy Farms ... \$27
Do. & Wings ... \$27
Amusements (old) ... \$27
Do. (new) ... \$27
Chin. Entertainment ... \$27
Lane Crawfords ... \$27
Mackintoshes ... \$27
Nanyang Tobacco ... \$27
Biscuits ... \$27
Waters ... \$27
Wm. Powells ... \$27
B. Ind. G. Bonds ... \$27
H.K. Govt. Loans ... \$27

*Sales to Shanghai.

LOCAL AND REGULAR OUTWARD MAILS.

WEEK DAYS.

SUNDAYS & HOLIDAYS.

FOR

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FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

It is notified for information that Daily Letter Telegrams are now accepted at the Radio Office for transmission to places in Europe at approximately one-third ordinary rates subject to a minimum charge for twenty-five words and to forty-eight hours delay.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so inscribed.

The postage on printed papers for China and Macao is 2 cents for each two ounces, or part of two ounces; and to all other destinations 4 cents for each two ounces or part of two ounces.

INWARD MAILS.

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CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	"CHENGTU"	On 16th May, 11 a.m.
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 17th May, 8 a.m.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHO"	On 17th May, Noon
SWATOW & SHANGHAI	"KALGAN"	On 17th May, 2.30 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 17th May, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 19th May, Noon
FOOCHOW, NINGPO, SHANGHAI, NEWCHANG & DALNY	"CHENAN"	On 19th May, 5 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 20th May, 5 p.m.
SWATOW, SHANGHAI & SHANGHAI	"NINGPO"	On 21st May, Noon
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 21st May, 2 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 24th May, Noon
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 26th May, Noon
AMOI & SHANGHAI	"TSINAN"	On 27th May, 5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUOHO"	On 28th May, Noon
HOIHOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 5th June, 2 p.m.

* Loads at and from Takoo Dock.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, (Telephone 30331).

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE TAIPIING (oil burners)

PASSENGER AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STEWARD'S CABIN.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 278 RETURN.

LONDON (via Australia) from £138-15-0.

(Australasian Newsprint on file)

STEAMERS: Du Hong Kong, Leave Hong Kong, Leave Manila, Due Sydney

TAIPIING In Port 12th June 23rd May 25th May 11th June

CHANGTE 10th July 17th July 20th July 8th July

CHANGTE 11th Aug. 18th Aug. 21st Aug. 6th Sept.

AUSTRALIAN-ORIENTAL LINE, LIMITED BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "DANMARK"

on or about 20th MAY

For PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN

AND OTHER SCANDINAVIAN & BALTI PORTS.

SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. CONTINUED, ETC.

M.S. "Danmark" ... 20th May

M.S. "Malaya" ... 28th May

M.S. "Africa" ... 28th July

M.S. "Chile" ... 30th August

M.S. "Danmark" ... 28th September

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Telephone 24071. MESSINGHAM BANK BUILDING, Agents. (41)

PRINCE LINE

FREQUENT SERVICE

TO

BOSTON AND

NEW YORK

CALLING AT NAPLES

SIAMESE PRINCE ... May 21st

MALAYAN PRINCE ... June 2nd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to:—

FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain.)

Telephone: 23165. King's Building. Telegrams: Furnprince.

LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

Via Singapore, Colombo, Bombay, Aden, Suez, and Port Said

Taking Cargo on through Bills of Lading to Fiume, Genoa, All

Italian, Adriatic, Levant, Black Sea and Danube Ports.

Passengers to LONDON (Overland)

NEXT SAILINGS FROM HONG KONG

* S.S. "ORACOVIA" ... 17th May

* S.S. "MONCALIERI" ... 27th May

* S.S. "GANGE" ... 1st June

* S.S. "CARGANO" ... 15th July

* S.S. "FUSINA" ... 30th June

* Passenger Steamers with First, Second and Second Economical Classes.

* Outward Voyages to Shanghai only.

Particular attention is called to the s.s. Gange that will make the voyage Hongkong/Italy in 24 days and Hongkong/London in 26 days.

For Freight and Passage apply to:—

DODWELL & CO., LTD.

Agents.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

MAY 14, 1931.													MAY 15, 1931.												
STATION	Hour	Time	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND	WAVE	WAVE (Base)	Sun	Moon	Phase	Time	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND	WAVE	WAVE (Base)	Sun	Moon	Phase	Time			
			h	m									h	m									h	m	h
Wladivostok ...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Nemuro	11	30.15	765.0	...	...	S	3	...	5	30.18	768.5	...	...	...	...	...	...	SSW	N	1	...	...			
Hakodate	...	30.10	764.5	...	...	SE	...	...	...	30.04	763.0	...	...	...	...	...	...	N	...	1	...	...			
Tokio	...	30.12	765.0	...	...	NE	1	...	...	30.14	765.5	...	...	...	...	...	...	...	...	0	...	...			
Kochi	...	30.05	763.5	...	...	SE	...	...	...	29.88	769.0	...	...	...	...	...	...	SE	...	1	...	...			
Nagasaki	...	29.94	760.5	...	...	SE	3	...	...	29.63	752.5	...	...	...	...	...	...	SE	...	2	...	...			
Kagoshima	...	29.95	761.0	...	...	S	...	...	...	29.71	754.5	...	...	...	...	...	...	SE	...	4	...	...			
Oshima	...	29.94	760.5	...	...	SE	1	...	...	29.67	768.5	...	...	...	...	...	...	SSR	...	2	...	...			
Naha	...	29.85	759.0	...	...	E	1	...	...	29.65	759.0	...	...	...	...	...	...	SE	...	3	...	...			
Ishigakijima	...	29.84	759.0	...	...	SE	1	...	...	29.69	751.5	...	...	...	...	...	...	SSW	...	2	...	...			
Bonin Island	...	29.89	759.0	...	...	BSR	1	...	...	30.00	762.0	...	...	...	...	...	...	NE	...	1	...	...			
Chefoo	15	29.53	750.0	60	...	BSW	...	...	6	22.62	749.8	54	...	...	...	...	...	NNW	...	2	...	...			
Shanghai	14	29.64	756.8	76	6	SE	2	o	...	29.62	752.2	63	6	...	...	...	...	NW	...	2	b	...			
Gutzlaff	...	29.80	756.9	65	...	SSE	4	b	...	29.72	754.9	62	...	...	...	...	...	NW	...	4	b	...			
Wenchow	...	29.75	756.0	67	8	WSW	2	o	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Foochow	...	29.72	756.9	69	8	E	2	o	...	29.63	752.6	71	8	...	...	...	...	...	...	0	...	...			
Amoy	...	29.77	755.1	73	6	SE	4	o	...	29.62	712.3	72	6	...	...	...	...	SW	...	4	...	...			
Swatow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Taihouku	11	29.80	757.0	85	...	...	0	bc	5	29.59	751.5	77	...	...	...	...	...	...	...	...	...	...			
Taihu	...	29.82	757.4	83	...	...	0	o	...	29.60	753.3	74	...	...	...	...	...	...	...	...	...	...			
Tainan	...	29.80	757.0	86	...	SW	2	o	...	29.84	752.8	79	...	...	...	...	...	SW	...	2	...	...			
Koshun	...	29.80	757.0	85	...	E	4	bc	...	29.84	752.8	81	...	...	...	...	...	SW	...	4	...	...			
Pescadores	...	29.80	757.0	81	...	NNE	2	o	...	29.82	758.4	79	...	...	...	...	...	SW	...	4	...	...			
Hong Kong	14	29.70	754.4	73	6	E	3	o	...	29.62	752.3	78	4	...	...	...	...	WSW	...	4	...	...			
Gap Rock	...	29.70	754.4	77	7	E	3	o	...	29.62	752.3	78	7	...	...	...	...	WSW	...	4	...	...			
Macao	...	29.69	754.0	76	4	SE	2	o	...	29.60	751.9	77	4	...	...	...	...	SW	...	4	...	...			
Hoioh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Pratae Island	...	29.72	754.9	83	8	SSE	2	bc	6	29.67	753.3	83	6	...	...	...	...	SW	...	4	...	...			
Phulien	16	29.61	752.2	86	8	SE	4	bc	7	29.62	752.2	79	8	...	...	...	...	ENE	...	6	...	...			
Tourane	...	29.89	754.0	91	8	NNW	2	b	...	29.65	765.0	66	9	...	...	...	...	SW	...	2	...	...			
Cape St. James	...	29.81	757.1	94	8	BSW	2	t	...	29.61	757.2	81	8	...	...	...	...	WNW	...	2	...	...			
Basco	14	29.73	756.2	85	8	E	0	o	6	29.67	763.6	76	...	...	...	...	...	SW	...	0	...	...			
Apurri	...	29.71	754.6	86	4	NE	4	o	...	29.69	764.2	76	1	...	...	...	...	SSE	...	4	...	...			
Tuguegarao	...	...	...	...	...	...	...	...	...	29.70	754.4	76	...	...	...	...	...	...	...	...	...	...			
Vigan	...	29.72	755.0	91	8	W	2	bc	...	29.74	754.9	79	8	...	...	...	...	SSW	...	0	...	...			
Manila	...	29.72	755.8	94	8	ENE	4	bc	...	29.75	756.4	79	6	...	...	...	...	...	...	...	...	...			
Legaspi	...	...	...	...	...	...	...	...	...	29.78	756.4	76	8	...	...	...	...	SE	...	2	...	...			
Calbayog	...	29.72	754.9	81	8	SE	4	bc	...	29.79	756.5	79	8	...	...	...	...	...	...	0	...	...			
Tacloban	...	29.72	754.9	94	8	NE	4	bc	...	29.78	756.5	81	6	...	...	...	...	...	...	0	...	...			
Ililo	...	...	...	...	...	...	...	...	...	29.73	756.3	81	6	...	...	...	...	...	...	0	...	...			
Cebu	...	29.74	755.4	86	6	ENE	2	b	...	29.78	756.3	76	1	...	...	...	...	...	...	0	...	...			
Surigao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Saipan	11.00	29.76	755.9	...	...	E	4	b	5	...	...	...	...	...	...	...	...	...	...	...	...	...			
Guam	12.22	29.78	755.2	...	...	E	4	b	4.22	29.83	757.6	...	...	...	...	...	...	ENE	...	2	...	...			
Yap	11.00	29.78	755.2	...	...	ENE	4	b	5	...	...	...	...	...	...	...	...	...	...	...	...	...			
Pelew	...	...	...	...	...	...	...	...	...	29.83	757.7	80	1	...	...	...	...	...	...	...	...	...			
Labuan	14	29.84	757.9	77	...	...	...	...	6	29.83	757.7	80	1	...	...	...	...	...	...	...	...	...			

May 15d. 10h.

CANADIAN PACIFIC

TRAVEL EMPRESS.

The White Empresses are the largest and fastest liners on the Pacific

Emp. of Japan	May 23	May 28	May 30	June 6	June 10
Emp. of Asia	June 6	June 8	June 11	June 13	June 22
Emp. of Canada	June 20	June 23	June 25	June 27	July 3
Emp. of Russia	July 3	July 5	July 8	July 11	July 20
Emp. of Japan	July 18	July 21	July 23	July 25	July 31
Emp. of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
Emp. of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30
Emp. of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Emp. of Japan	Sept. 18	Sept. 21	Sept. 23	Sept. 25	Sept. 27

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Summer Round Trip Fares

To JAPAN

Hong Kong to Nagasaki and Return ... \$82.50

Hong Kong to Kobe and Return ... \$80.00

Hong Kong to Yokohama and Return ... \$81.75

HONG KONG-MANILA

Empress of Asia ... May 28

Empress of Canada ... June 12

Tels: Passenger 20752; Freight 20042.

WORLD'S GREATEST TRAVEL SYSTEM



REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A., VARYING FROM \$83 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

ASAMA MARU ... Wednesday, 27th May

TATTOO MARU ... Saturday, 9th June

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIYER MARU ... Tuesday, 2nd June

HELAN MARU ... Tuesday, 30th June

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HAKUSAN MARU ... Saturday, 16th May

HARUNA MARU ... Saturday, 30th May

SYDNEY & MELBOURNE via Manila & Ports.

KITANO MARU ... Saturday, 23rd June

ATSUTA MARU ... Saturday, 27th June

BOMBAY via Singapore, Penang & Colombo.

TOKIWA MARU ... Wednesday, 27th May

KAGA MARU ... Thursday, 11th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ROKUYO MARU ... Saturday, 23rd May

NEW YORK, BOSTON via PANAMA.

KUMA MARU ... Monday, 26th May

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

DAKAR MARU ... Thursday, 11th June

CAIRO MARU ... Friday, 15th May

BANGALOR MARU ... Friday, 20th May

SHANGHAI, KOBE & YOKOHAMA.

KASHIMA MARU ... Saturday, 16th May

ATSUTA MARU (Nagasaki direct) ... Wednesday, 20th May

GENOA MARU ... Sunday, 24th May

MORIOKA MARU (Mojito direct) ... Monday, 25th May

+ Cargo only.

For further information, apply to—

NIPPON YUSEN KAISHA, Telephone: 20291. (Private exchanges to all Depts.)



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
SPRINT ... 20th May	CHERONCEAUX ... 25th May
PORTHOS ... 9th June	ATHOS II ... 9th June
CHERONCEAUX ... 23rd June	D'ARTAGNAN ... 23rd June
ATHOS II ... 7th July	ANDRE LEBON ... 7th July
D'ARTAGNAN ... 31st July	FELIX ROUSSEL ... 21st July
ANDRE LEBON ... 4th Aug.	G. METZINGER ... 4th Aug.
FELIX ROUSSEL ... 16th Aug.	SPRINT ... 1st Sept.
G. METZINGER ... 1st Sept.	

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

For DUNKIRK via Port-Said, Ouessant, Calcutta, Rangoon, Batavia, (Amoy).

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES, 2, QUEEN'S BUILDING, Telephone: 10851.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 13,309 TONS;
THROUGH CARGO
14,100 TONS

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for Through

British H.K. Ports.

Sui Sang, Kobe 524 379

Hop Sang, Canton — 69

Shantung, Swatow 600 950

Kueichow, Canton — 18

Norwegian

Produce, Hongkong 1,500 —

Ardent, Bangkok 2,011 —

Corona, Dairen 1,380 3,500

Danish

Clara Jensen, Bangkok 2,591 —

Japanese

Rangoon Maru, Sakito 1,262 2,445

Hakusan Maru, Shanghai CI 5,530

Ryusei Maru, Dairen 1,856 1,189

Chinese

Teichan, Hoihow 222 —

Total 12,047 14,141

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

Arr. Dep.

British 5 7

Norwegian 3 2

Danish 3 0

Japanese 3 1

Chinese 1 2

German 0 1

Portuguese 0 1

Total 12 14

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:—

Wharves:—Kowloon: Sui Sang, Havelland, Rangoon Maru, Rhein-

land; Jardine Matheson's: Foo-

shing; Osaka Shosen Kaisha; Ho-

nan Maru; Douglas Lapraik; Hai-

yang.

Docks:—Kowloon: Rakuyo Maru,

Limchow, Taiping; Taikeo: H.M.S.

Proteus, H.M.S. Pandora, Kinsan,

Wing Lee; Cosmopolitan; Haiyang.

Boys:—A1 Hakusan Maru, A6

City of Athens, A12 Corona, A13

Lyeemoo, A16 Dorry, B1 Hopman,

B3 Ning Po, B5 Chungkang, B6

Kalgan, B14 Antung, B15 Liang-

chow, B16 Seigan, B17 Sunkong,

B18 Michael Jensen, B19 Fingui,

B21 Promise, B23 Teichan, B24

Norviken, B25 Ginsen Maru, C1

Halldor, C2 Graciosa, C3 Proteus,

C4 Clara Jensen, C7 Hayama Maru.

ASIATIC DECK PASSENGERS.

The following vessels brought

Asiatic deck passengers to the

Colony during the 24 hours ended

at 9 a.m. yesterday:—

Shantung (British) Tai-

ng, Swatow 233

Clara Jensen (Danish) Bang-

kok 59

Total 291

ARRIVALS.

May 14.

Corona, Norwegian str., 1,383 tons,

Capt. O. M. Klette, from Dai-

ren, buoy No. A12.—Dudwell &

Co.

Rangoon Maru, Japanese str., 5,530

tons, Capt. M. Hamada, from

Moji, Kowloon Wharf.—N.Y.K.

Ryusei Maru, Japanese str., 1,856

tons, Capt. T. Tanaka, from

Dairen, buoy No. B25.—D.K.K.

May 15.

City of Athens, British str., 4,175

tons, Capt. W. Gray, from

Shanghai, buoy No. A8.—Bank

Line.

Clara Jensen, Danish str., 1,145

tons, Capt. K. Dahl, from

Bangkok, buoy No. C4.—Chiu

Seng Hong.

Empress of Japan, British str.,

25,032 tons, Capt. S. Robinson,

from Vancouver via Honolulu,

Japan and Shanghai, Kowloon

Wharf.—C.P.S.

Ginsen Maru, Japanese str., 2,591

tons, Capt. S. Yamamoto, from

Karatsu, buoy No. B25.—

Y.K.K.

Hakusan Maru, Japanese str., 5,270

tons, Capt. J. Tsuji, from

Shanghai, buoy No. A1.—

N.Y.K.

Sui Sang, British str., 1,093 tons,

Capt. C. M. Bons, from Kobe,

Kowloon Wharf.—J. M. & Co.

CLEARANCES.

May 15.

Michael Jensen, for Swatow

Kittawa, for Paracu Island.

Halldor, for Bangkok.

Hakusan Maru, for London.

Dorry, for Saigon.

Corona, for Canton.

Havelland, for Keelung.

Rangoon Maru, for Singapore.

Chung Kong, for Tourane.

Hai Yang, for Swatow.

Lyeemoo, for Singapore.

Ryusei Maru, for Canton.

Konsan Maru, for Chefoo.

Sunkong, for K. O. Wan.

Emp. of Japan, for Manila

Nicolas Maersk, for Dairen.

FILL YOUR FOUNTAIN PEN

and write a Chit to

11, Ice House Street

BEFORE YOU SAIL

and order the Weekly

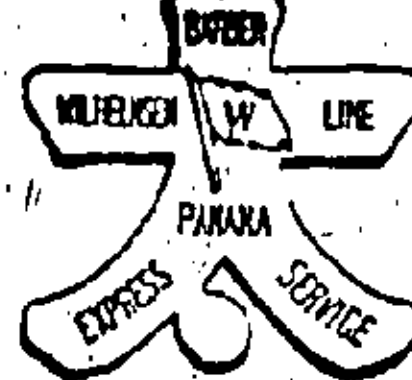
Press to be sent to

you Overseas. It costs

\$4.50 FOR THREE MONTHS.

\$9.00 FOR SIX MONTHS.

\$18.00 FOR A YEAR.



BARBER WILHELMSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI YIN"

on MAY 18th

for

SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO

LOS ANGELES, NEW YORK & BOSTON

42 Days To New York

For Passengers and Freight information please apply to—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF ATHENS" ... Havre, London, Rotterdam & Hamburg ... 16th May

S.S. "CITY OF BATAVIA" ... Havre, London, Rotterdam & Hamburg ... 24th June

S.S. "CITY OF BOMBAY" ... London, Rotterdam & Hamburg ... 10th July

NEW YORK, BOSTON & BALTIMORE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON NEW YORK & BALTIMORE

M.V. "TRISHANK" ... 9th June

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Steamship	Tons.	From Hongkong (about)	Destination
"ALIPORE"	5,273	20th May	Straits, Colombo & Bombay.
"COMORIN"	10,132	23rd May	Bombay, Marseilles and London.
"BURDWAN"	9,885	30th May [Mars.	L'don, Hull, B'g, R'dm. & A'warp
"KASHMIR"	9,000	6th June	Mars. & L'don, Hull, B'g, R'dm. & A'warp
"RANPURA"	10,601	20th June	Bombay, Marseilles & London.
"KASHGAR"	9,000	4th July	Mars., L'don, R'dm. & A'warp
"RAWALPINDI"	10,619	18th July	Bombay, Marseilles & London.
"FERIM"	7,648	25th July	Marseilles and London.
"KHYBER"	9,114	1st Aug.	Mars., L'don, R'dm. & A'warp.
"BOMBEY"	9,114	8th Aug. [Mars.	L'don, Hull, B'g, R'dm. & A'warp
"BOMBAYANA"	10,653	15th Aug.	Marseilles and London.
"PADUA"	5,999	22nd Aug. [Mars.	L'don, Hull, B'g, R'dm. & A'warp
"KARMALA"	9,138	29th Aug.	Marseilles and London.
"GATHAY"	15,121	12th Sept.	Bombay, Marseilles & London
"SOUDAN"		19th Sept. [Mars.	L'don, Hull, B'g, R'dm. & A'warp
"KALIAN"	9,144	26th Sept.	Marseilles and London.
"KALIAN"	10,949	30th Sept.	
"BUDWAN"	8,995	17th Oct. [Mars.	L'don, Hull, B'g, R'dm. & A'warp
"KASHMIR"	8,995	24th Oct.	Marseilles and London.
"NALLDERA"	10,098	31st Nov.	Bombay, Marseilles and London
"MACEDONIA"	11,120	27th Nov.	Marseilles and London.

